

**Cherwell Local Plan 2011-2031 (Part 1)
Partial Review – Oxford’s Unmet Housing Need**

**SUBMISSION PLAN
STATEMENT OF CONSULTATION
FEBRUARY 2018**

PART 3

**CONSULTATION ON THE PROPOSED SUBMISSION PLAN
February 2018**



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1. Introduction

This Part 3 of the Statement of Consultation reports on the consultation undertaken on the Proposed Submission Local Plan (July 2017 to October 2017) and subsequent engagement undertaken, where necessary, to assist the consideration of representations and the preparation of focused changes and minor modifications.

The Council has a statutory duty to consult and seek representations in preparing a Local Plan. It must also ensure that there is on-going co-operation with prescribed bodies under a 'Duty to Co-operate'.

The Council's policy on how it engages in plan-making is described in its Statement of Community Involvement 2016. The SCI is available on-line at www.cherwell.gov.uk/planningpolicy

2. The 'Duty to Cooperate'

Section 33A (1) and (3) of the Planning and Compulsory Purchase Act 2004 (as amended) places a duty on a local planning authority to co-operate with other local planning authorities and other prescribed bodies when it undertakes certain activities, including the preparation of development plan documents, activities that can reasonably be considered to prepare the way for such preparation and activities that support such preparation so far as they relate to a strategic matter. This is to maximise the effectiveness with which those activities are undertaken.

Section 33A (4) states that a strategic matter is: *'sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular) sustainable development or use of land for, or in connection with, infrastructure that is strategic and has or would have a significant impact on at least two planning areas.'*

Section 33A (2) requires a local planning authority *'to engage constructively, actively and on an on-going basis'* in respect of the activities that are subject to the duty.

The local planning authorities that border Cherwell District are:

- Aylesbury Vale District Council
- Buckinghamshire County Council
- Northamptonshire County Council
- Oxford City Council
- Oxfordshire County Council
- South Northamptonshire Council
- South Oxfordshire District Council
- Stratford-on-Avon District Council
- Vale of White Horse District Council
- Warwickshire County Council
- West Oxfordshire District Council

The Oxfordshire Councils are assisted in meeting the Duty to Co-operate by an 'Oxfordshire Growth Board' (a joint committee) which includes the local authorities within the Oxfordshire Local

Enterprise Partnership (LEP) comprising; Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council, West Oxfordshire District Council and Oxfordshire County Council. It also includes co-opted non-voting named members from the following organisations:

- LEP: Chairman
- Oxford Universities
- Oxfordshire Skills Board
- Harwell/Diamond Light Source
- LEP Business Representative
- LEP Oxford City Business Representative
- Homes and Communities Agency
- Environment Agency

In addition, when considering matters that sit under the remit of the Local Transport Board then Network Rail and Highways England have the right to attend the Growth Board as non-voting investment partners.

The Growth Board is supported by officer and working groups as required.

Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) sets out the other prescribed bodies for the purposes of implementing Section 33A of the 2004 Act. Of those bodies listed in the Regulation it is considered that the following bodies are relevant to Cherwell District:

- The Environment Agency
- Historic Buildings and Monuments Commission for England (Historic England)
- Natural England
- The Civil Aviation Authority
- The Homes and Communities Agency (now the Homes Agency)
- The NHS Oxfordshire
- The Office of Rail Regulation
- The Highway Authority – Section 1 of the Highways Act 1980:
 - Oxfordshire County Council (Highways)
 - The Highways Agency (Highways England)
- Local Enterprise Partnerships:
 - The Oxfordshire Local Enterprise Partnership (OxLEP)
 - The South East Midlands Local Enterprise Partnership (SEMLEP)
- The Oxfordshire Local Nature Partnership

The application of the 'Duty to Co-operate' is also informed by the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

3. Previous consultation

In January 2016, the Council published a consultation paper which highlighted issues that needed to be considered in undertaking a Partial Review of the Local Plan. The Issues Paper invited comments

and discussion of the issues was encouraged; a 'call for sites' was also made. A Statement of Consultation which summarised the issues raised during the consultation was published alongside the November 2016 Options Paper. This forms Part One of this document.

On 14 November 2016 the Council published an Options Paper for consultation. The Paper was prepared to engage with local communities, partners and stakeholders in developing options on how to meet Oxford's housing needs when preparing a Partial Review of the adopted Cherwell Local Plan Part 1. A Statement of Consultation which summarised the comments and issues raised during the consultation was published alongside the July 2017 Proposed Submission Plan. This forms Part Two of this document.

4. Consultation & Engagement

Consultation arrangements

On 17 July 2017 the Council published its Proposed Submission Plan for consultation. This Partial Review plan provides a vision, objectives and specific policies for delivering additional development to help meet Oxford's housing needs. Copies of the Public notices are attached at Appendix 1

How did we consult?

The formal consultation was initially advertised to run for six weeks from 17 July 2017 – 29 August 2017. Subsequently the consultation period was extended to 5pm on 10 October 2017. This extension was to allow more time for comments to be received due to the level of public interest in the proposals.

Distribution

The consultees listed in the Statement of Community Involvement and anyone who had registered on the Council's database were notified by letter or email and were invited to make representations on the submitted plan.

Hard copies were also placed at deposit locations across the district including libraries and Council offices. In addition hard copies were placed at some locations in Oxford (Oxford City Council offices, Old Marston Library and Summertown Library) and West Oxfordshire (West Oxfordshire DC offices, Woodstock Library and Woodstock Town Hall). A consultation summary leaflet and poster were also produced and were made available at these locations as well as on the Council's website.

The consultation arrangements were discussed in advance with officers from Oxford City Council and West Oxfordshire District Council and consultation material provided for them to distribute as they preferred. Publicity material was also provided to the administrators of relevant Oxford Community Notice Boards.

Press Coverage

The statutory public notices were placed in the following newspapers on 13 July 2017:

Bicester Advertiser

Oxford Times

Oxford Mail

Witney Gazette

The notices were again advertised on 10 August 2017 to publicise the extension of the consultation period to 10 October 2017.

Social Media

Press releases regarding the consultation were published on the Council's Facebook and Twitter pages. The press releases explained the purpose of the Proposed Submission Plan and provided details of the consultation including exhibition dates and locations where the documents were available to view.

Public Exhibitions

Staffed public exhibitions were held during July and August 2017 at the following locations:

- Shipton on Cherwell Village Hall, Shipton on Cherwell on Wednesday 19 July 2017 from 4.00pm to 8.00pm.
- Yarnton Village Hall, The Paddocks, Yarnton on Friday 21 July 2017 from 4.00pm to 8.00pm.
- Woodstock Community Centre, 32 New Road, Woodstock on Thursday 27 July 2017 from 4.00pm to 8.00pm.
- Cutteslowe Pavilion, Cutteslowe Park, Oxford on Tuesday 1 August 2017 from 3.30pm to 7.30pm.
- Begbroke Village Hall, 3 Begbroke Lane, Begbroke, Kidlington on Wednesday 2 August 2017 from 4.00pm to 8.00pm.
- Exeter Hall, Oxford Road, Kidlington on Thursday 17 August 2017 from 4.00pm to 8.00pm.

5. Consultation with Statutory and Non-Statutory Bodies

Oxfordshire Growth Board

In 2013, The Oxfordshire Local Planning Authorities (LPA) commissioned a new Strategic Housing Market Assessment (SHMA), supported by joint working on economic forecasting to establish the appropriate level of planned growth across the Oxfordshire Housing Market Area and the level of housing need arising in each District.

Officers from all Oxfordshire Authorities met on 17 May 2013 to discuss how the results of the SHMA should be considered, incorporated in to emerging plans where possible, and used as the basis for further joint working between the Councils. The purpose was to reach agreement and

formalise joint working, provide a common basis on which to progress the SHMA and avoid unnecessary delay to Local Plan preparation.

In April 2014 the Oxfordshire Local Authorities published the SHMA for Oxfordshire. The document suggested that the demographic trends and growth of the County economy and the level of affordable housing need required would necessitate 100,060 additional new homes in Oxfordshire between 2011 and 2031.

In November 2014, the Oxfordshire Growth Board, a Joint Committee which, on behalf of OxLEP is charged with the delivery of projects agreed in the 'Oxford and Oxfordshire City Deal' and 'Local Growth Deals' agreed a programme of work for addressing the unmet need arising from the SHMA. This programme of work would help the Local Planning Authorities meet the Duty to Co-operate whilst protecting the 'sovereignty' of individual councils over their Local Plans.

A Project Team was established to progress the work, co-ordinated by the Growth Board's Programme Manager and reporting to an Executive Officer Group which in turn reports to the Growth Board. This Project Team met regularly to consider the implications of the SHMA and how best to meet the identified unmet housing need of Oxford. This is in the context of recognising that the administrative boundaries of the City of Oxford are constrained and consequently it is seeking effective ways to address this issue in line with the Duty to Cooperate. The members of the formal Growth Board comprise the leaders of each council who were presented with periodic updates and took key decisions at scheduled public meetings.

From January 2015 to September 2016, the Project Team generally met on a fortnightly basis to progress, on a co-operative basis, the following projects:

- An understanding of the urban capacity of Oxford and the level of unmet housing need
- Oxford Green Belt Study to assess the extent to which the land within the Oxford Green Belt performs against the purposes of Green Belts
- Oxford Spatial Options Assessment to help inform the apportionment or distribution of unmet housing need to the district and city councils.
- High Level Transport Assessment of Spatial Options
- Education Assessment of Spatial Options.

This programme of work culminated in a decision of the Growth Board on 26 September 2016 on the apportionment of Oxford's unmet housing need to the individual district and city councils. This programme of work and the Growth Board's decision has informed the preparation of the Partial Review of the Cherwell Local Plan.

All six Councils have continued to meet on matters associated with the Partial Review including a Countywide Infrastructure Assessment (OXIS) and preparations for a statutory Joint Spatial Plan for Oxfordshire.

Other Meetings/Discussions with Statutory and Non-statutory Bodies

| | | |
|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|------------------------------------------|
| Aylesbury Vale District Council | 11 October,2017 | Aylesbury Offices |
| Buckinghamshire County Council | Declined offer of a meeting. Representation raised no issues. | |
| Highways England | 13 September, 2017; 9 October, 2017 | Bodicote House |
| Historic England | 6 September 2017 | Bodicote House |
| Natural England | 15 September, 2017 2 November, 2017 | Bodicote House Oxford |
| Northamptonshire County Council (West Northamptonshire JPU) | 18 September, 2017 | Telecon |
| Oxford City Council | 15 September, 2017 | Oxford City Offices |
| Oxfordshire County Council | 15 August, 2017 12 September, 2017 | Bodicote House Bodicote House |
| South Northamptonshire Council | Monday 9 October, 2017 | SNC |
| South Oxfordshire District Council | Thursday 3 August, 2017 | Bodicote House |
| Stratford-on-Avon District Council | 12 September 2017 | Stratford Offices |
| The Civil Aviation Authority | Meeting request sent and contact made. No response received. | |
| The Environment Agency | Declined offer to meet. Representation received. | |
| The Homes and Communities Agency | 26 September 2017 | Bodicote House |
| NHS Oxfordshire CCG NE + The Key and Gosford Medical Practices | 12 September 2017 | Bodicote House |
| The Office of Rail Regulation | Meeting request sent and contact made. No response received. | |
| The Oxfordshire Local Enterprise Partnership | 17 August 2017 | OXLEP, Oxford |
| The Oxfordshire Local Nature Partnership (BBOWT, Forestry Commission, Wild Oxfordshire) | 5 October,2017 | Bodicote House |
| The South East Midlands Local Enterprise Partnership | 29 November 2017 and 2 February 2018 | SEMLEP offices |

| | | |
|--------------------------------------|---------------------------------------------------------------|--------------------------|
| Vale of White Horse District Council | 18 September 2017 27 September, 2017 | VoWH Offices |
| Warwickshire County Council | Declined offer of a meeting. 30/10/17 email raised no issues. | |
| West Oxfordshire District Council | 22 September, 2017 | West Oxfordshire Offices |

Town and Parish Councils & Other Local Groups

There have been a number of meetings with local parish councils including:

- **1 August 2017 – Gosford and Water Eaton PC**
Presentation and discussions with Parish Council
- **21 September 2017 – Kidlington PC public meeting**
Officer and member attendance at the public meeting.
- **9 June 2017 – Kidlington Voice**
An officer presentation on the Partial Review Plan.

6. Sustainability Appraisal

The Sustainability Appraisal which accompanies the Submission Partial Review Local Plan summarises the representations made to the June 2017 Sustainability Appraisal.

7. Representations – Summary of Issues Raised and Officer Response

Representations Received

A total of 1460 representations were received which generated a total of approximately 6000 comments. A table providing a full summary of each representation is attached at Appendix 6.

This section sets out a brief summary of the representations received. It does not offer a commentary on those representations. It has been prepared to provide an overview of the complex range of positions and views made by respondents. Full copies of each representation can be viewed online at <https://www.cherwell.gov.uk/info/112/evidence-base/369/local-plan-part-1-partial-review---evidence-base> (evidence doc. PR78).

Each section/policy provides an indication of the specific representations received. However, it should be noted that the vast majority of representations were general in nature. These representations are summarised under the ‘general’ heading of the summaries below.

Overview

The majority of representations received made comments without following the standard representation form. The vast majority of the representations raised objections to the Plan.

Over 550 'Post card' type representations were received with the following comments:

*'I object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a **justified or proven requirement. It is unsustainable.** Oxford should do more to meet its own needs.*

*I object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore **not consistent with National Policy.***

*I object to Policy PR11 on infrastructure because it is **unsound.** No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area.*

***Unreasonable consultation process.** I object to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.*

*For all these reasons I consider the proposed submission plan is:
Unsound Not Positively Prepared Not Justified and Not effective'*

There was also a space on the postcard for individuals to make their own additional comments.

Summary of Main Issues

A summary of the main issues raised on specific sections and policies are set out below.

Section 1 – Working in Partnership to Meet Oxford's Needs

There were approximately 50 comments relating specifically to this section of the Plan, with most raising objections. These included representations from the following:

Begbroke PC - Whilst there is a need for affordable housing in Oxford the figures are exaggerated. The idea that the housing will be for local residents is misleading as current legislation does not prevent new housing going to outsiders. Affordable housing will not be affordable for the lower paid as it only means an 80% discount. Oxford should do more to meet its own needs. It should be more innovative so as to obtain greater densities. They should use CPO powers; they should not be encouraging more business activity when it does not have the ability to house more people. There are identifiable sites in Oxford that could be built on. There are huge costs involved in improving the transport infrastructure and development will only exacerbate existing problems. We do not see how this can be funded and where the money will come from. The diversion of traffic through Kidlington will only make matters worse. Do not see the exceptional argument for building in the GB especially when people currently commute from Banbury and Bicester and elsewhere in Oxfordshire to work in Oxford. A better way to help communities, rather than building in Green Belt is to have a more structured transport policy that supports all communities rather than the selected few. Our vision is to retain what we have. This is not a joined up sustainable vision for North Oxford. It is the destruction of three villages being incorporated in to North Oxford with irrevocable loss of Green Belt. It is the creation of urban sprawl. We currently have access to the countryside and wide open areas. Not just the proposed narrow areas of green. Can be cynical and believe that Cherwell's interest has been to collect the additional revenue it will get by building these houses. Oxford's requirements are based on old data and before the implications of the EU referendum and the latest new government figures projecting future housing need for England. We do not believe this review is about unmet housing need but more about the University expanding its site, developing its land in our villages and Pear Tree and profiteering at the expense of the GB. CDC may gain from a substantial New Homes Bonus Grant. Oxford City has ignored many smaller sites. Other sites in the County such as at Bicester and Arcott have massive housing potential. They should pursue sites at Marston in the GB.

Bloxham PC - CDC has demonstrated that there are exceptional circumstances that necessitate the release of GB land close to Oxford to meet the City's identified need. It is appreciated that this small release of GB will be unpopular, however, if Oxford is unable to meet its need within its boundaries then this release seems to be the best alternative. Whilst recognising that CDC has a duty to cooperate with the City, it believes that the total required of the surrounding districts is extremely high. It has been suggested that this figure could be reduced if the new Government methodology is used. Concerned about SODC's refusal to accept its allocation.

Begbroke & Yarnton Green Belt Campaign - The twelve circumstances given in paragraph 5.17 are not exceptional and are no more than general planning concepts. The rationale behind the housing target figures is flawed. Given the recent publication of a draft uniform methodology for calculating housing need and the forthcoming publication of Oxford's own housing figures, it is premature for the Council to press ahead with the allocation plans. The requirement in paragraph B.95 of the Local Plan that a partial review of the Local Plan be completed within two years of adoption is predicated on joint working assessing the additional need for Oxford, which has not been finished. The Inspector only recommended in the Non-Technical Summary a joint review of the Green Belt boundaries once Oxford's specific needs were defined, which has not yet happened. The Council's obligation derives only from the agreement of the Growth Board in September 2016 to share the putative unmet housing need. There is no policy trigger, either local or national, which is compelling the Council to pursue the allocation of 4,400 additional units on Green Belt land, in addition to its

own local needs. Land use decisions on Green Belt boundaries should not be dictated by decisions made by bodies outside of the planning process. The exceptional circumstances test must be applied to every Green Belt parcel, to minimise harm to the Green Belt. The Plan is based on insufficient evidence base to justify the extent and location of Green Belt release proposed; there has been insufficient consultation at Regulation 18 and linked to this, insufficient consideration given to reasonable alternatives. There was no attempt to refine broad areas of search, or to examine mutually exclusive alternative packages of site options where each package would provide for a quantum of Oxford's unmet needs.

Other comments on this section included:

- Oxford's unmet housing need is substantially overstated.
- Oxford has not satisfactorily identified the amount of housing they might not be able to meet.
- Housing targets are based on exaggerated, discredited figures.
- The DCLG document 'Planning for the Right Homes in the Right Places' indicates that far fewer houses are required in Oxford.
- Oxford cannot meet its own needs due to deliberate decisions by the City Council not to address the problem and exacerbating it by promoting more industry and growth.
- Oxford City has not yet identified its own housing needs to 2036.
- Based on dubious figures proffered by the SHMA and the Oxfordshire Growth Board.
- The Oxfordshire Growth Board is only concerned with driving economic growth.
- The Plan attacks the core on which Green Belt depends.
- It is wholly inconsistent with national Green Belt policy.
- It will destroy the Kidlington Gap.
- The notion that building on Green Belt will provide opportunities to improve the quality and quantity of new public open space and green infrastructure, access to the countryside and, the provision of additional facilities is not credible.
- Development should be located on sustainable sites elsewhere in the District.
- The Council should set much higher density targets.
- Unlikely that a new railway station at Begbroke will be deliverable.
- Plans for additional housing in North Oxford/South Kidlington should be delayed until the Oxford-Cambridge Expressway route is settled, the E-W railway is re-opened and the full extent of the expansion of Bicester is agreed with its possible new transport infrastructure.
- New high-tech employment sites should be focused at Bicester where large numbers of houses are being built.
- Planned housing at Woodstock will put undue stress on local infrastructure and services, threaten the WHS, damage the rural environment and risk turning this historic town in to an Oxford suburb.
- The Plan will create more demand from London commuters.
- Plan raises serious concerns about the provision of public facilities and resources. Eg lack of provision of secondary schools, health.
- It will destroy existing rural resources and wildlife.
- Increased traffic will result in a further deterioration in the already poor air quality in Oxford.

- There is no consideration of the Kidlington Masterplan which serves to preserve the separate identity of Kidlington.
- The scale of development at Kidlington cannot be accommodated.
- It is premature to make decisions on Cherwell's Partial Review.
- The University's sports facilities are underused. Some could be released for housing within the City boundaries.
- The Plan does not take in to consideration the substantial building plan already underway for Cherwell and the impact this is already having on the local area in terms of increased traffic trying to access the area.
- The Council's exceptional circumstances for building in the Green Belt are unjustified.
- Kidlington, Yarnton and Begbroke would merge and lose their individual identities.
- The exceptional circumstances test must be applied to every Green belt parcel to minimise harm to the Green Belt.
- The Plan is based on an insufficient evidence base to justify the extent and location of the Green Belt release proposed.
- There has been insufficient consultation at the Regulation 18 stage.
- Insufficient consideration has been given to reasonable alternatives.
- The Council is not able to demonstrate that the evidence base was in place well in time to inform consideration of options/formulation of the preferred strategy.
- Oxford's unmet need can only be accurately assessed when the City completes its local plan.
- A number raise the issue of SODC not agreeing to the OGB's apportionment for South Oxfordshire. They consider that these homes should be accommodated elsewhere in the County and argue that there may therefore be a need to amend the Plan to allocate additional sites.
- CDC should not view the development strategy to meet its own and Oxford City's unmet needs as separate. A comprehensive approach should build on the existing vision set out in the adopted local plan which seeks to focus growth in and around Bicester and Banbury.
- Question whether CDC has demonstrated exceptional circumstances for revising Green Belt boundaries. There is no evidence that a comprehensive comparative assessment of alternatives has been undertaken.

Officer Response

Officers consider that there is a need to plan for more houses to meet Oxford's unmet housing need. The adopted Cherwell Local Plan includes a formal commitment to work on an on-going basis with the other Oxfordshire councils under the statutory 'duty to cooperate' (para B.95). The Government appointed Planning Inspector who examined the Plan stated, '*...It is ...essential for clarity and soundness that the Council's firm commitment to help meet the needs of Oxford city as part of the countywide housing market area, jointly with other relevant authorities including through the Oxfordshire Growth Board, as well as in respect of the Oxford and Oxfordshire City Deal (2014), is formally recorded in the plan...*' (Inspector's Report, para. 62, evidence doc. PR45).

His Non-Technical Summary records: '*Add a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford Green Belt, once*

the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, is fully and accurately defined' (Inspector's Report, p.3)

The Oxfordshire councils accept that Oxford cannot fully meet its own housing needs. They collectively committed to consider the extent of Oxford's unmet need and how that need might be sustainably distributed between the districts. The housing capacity of Oxford has been tested by the Oxfordshire Growth Board.

SECTION 2 – Preparing the Plan

There were approximately 20 comments raised in relation to this section of the Plan. These included representations from the following:

Bloxham PC – Firmly believe that meeting Oxford's needs should not compromise the existing strategy in the adopted Cherwell Local Plan.

Hampton Gay and Poyle PM - Oxford City suffers from an extremely poor transport infrastructure when it comes to ease of access for commuters travelling to their place of work within the city. It always has been the case and by building homes to satisfy the City's shortage remotely/outside of its boundaries will only compound the current and foreseeable travel situation. It appears that Cherwell has 'cherry picked' areas, the A to I list, that could be considered for housing development and then rejected them as a way of saying that deep analysis has been completed to arrive at their conclusion and subsequently remove the areas C through I . These areas should never have been selected for consideration. Cherwell's premise of building the additional homes in a dispersed manner will have a huge effect on existing mature villages and exacerbate the already poor travel infrastructure to Oxford City. It must not be forgotten, it is the City that has a housing shortage especially for its 'key' workers and that for efficiency and cost, homes for these essential workers must be provided in close proximity to their place of work. - An Oxfordshire wide joined up strategy is clearly missing between housing requirements for key City workers and travel infrastructure systems. - To re-emphasize, Housing for 'key' workers supporting Oxford City's human resource requirements MUST be in close proximity to their place of work.

Oxford City Council – Supports the overall spatial strategy, vision and the new spatial objectives as they specifically and positively respond to the issue of meeting Oxford's unmet need. It recognises that the strategy needed to be different to that of meeting the wider district needs. The strategy reflects how important it is for the sites to have a good spatial relationship to Oxford and incorporates essential planning principles which align with those identified and agreed in the joint studies undertaken under the Oxfordshire Growth Board.

Aylesbury Vale DC – Considers the Plan to be sound and that the Duty to Cooperate has been met with regard to cross-boundary issues relating to Aylesbury Vale and Cherwell.

Oxford Green Belt Network – Plan is founded on the assumption of a step change to historic levels of growth in Oxfordshire. It suggests that the long established strategy of diverting growth away from Oxford towards the county towns is no longer feasible. The proposed levels of growth are unrealistic. Arguments for a strategy to divert growth away from Oxford remain as strong as ever. For this strategy to work the Green Belt should be retained in its entirety. The Review cannot be effective without a well-founded spatial strategy for the county.

Other comments include:

- Insufficient certainty that affordable housing will be delivered.
- Oxford's housing need should be met close to the city with better transport connections.
- The preferred locations around Kidlington will increase congestion, result in loss of Green Belt and lead to coalescence between Kidlington, Begbroke and Yarnton.
- The identification of reasonable alternatives should have commenced with a review of settlements with good socio-economic and transport links to Oxford.
- In accordance with the Council's adopted settlement hierarchy development should be directed towards Bicester and Banbury as the top tier settlements and all sites within these should be exhausted before considering development at second-tier settlements which include Kidlington.
- Growth at Bicester has not been rigorously tested.

Officer Response

Officers consider that all reasonable options have been considered. The housing capacity of Oxford has been tested by the Oxfordshire Growth Board. The Council has tested Areas of Search covering the entire district to determine which Areas were not suitable for accommodating Oxford's unmet housing needs and which could deliver the Plan's vision and objectives. Within those Areas identified, all reasonable site options were examined. The consideration of alternatives was informed by evidence, consultation feedback and sustainability appraisal

SECTION 3: Setting the Scene

Approximately 10 comments were made specifically relating to this section. These included representations from the following:

Gosford and Water Eaton PC – It should not be considered a given that Cherwell should provide 4,400 new homes. Of this figure 1410 is proposed in the Parish. This will lead to a 208% increase in the number of houses in the Parish. This is a substantial figure which needs to be fully tested in terms of its impact on the Parish and its residents. The PC believes that housing need should be based on up to date economic forecasting. Brexit has already seen a down turn in EU research funding and a decline in the level of recruitment by the University. An independent review of the economic forecasting should be undertaken which takes these factors into account, as they could affect future housing needs.

Hampton Gay and Poyle PM - 1. The 4,400 homes is completely out of proportion in terms of the existing housing stock/numbers of Kidlington and Gosford, Begbroke and Yarnton. The villages will be swamped and lose the village characteristics that has been developed over many years. 2. The current travel infrastructure from this area to Oxford City is completely inadequate with lengthy rush hour commute times to get to a city desk, hospital or university, etc. place of work. Adding additional housing stock with their associated transport medium to the existing chaotic road network will cause gridlock. 3. Oxford City Council's, 'Oxford needs a gear change to tackle congestion' released last Wednesday 27th Sept. is late into the discussion arena and should have been released/discussed months ago. This is completely unacceptable and bad practise to release an initiative so close to the Cherwell deadline of 10th Oct. 4. Instead of building homes including

schools, GP practices, transport systems in areas A and B, focus must be reapplied to the City area and how to maximise the use of brown and greenfield sites. 5. Oxford City must stop providing additional sites for businesses if it cannot provide enough space for the associated housing requirements. 6. Oxford Parkway, a superb link into London Marylebone, will become a London Commuter station with many of the Cherwell planned developments for Oxford key workers being swamped by workers from the capital with greater spending power/salaries grabbing the local area A and B properties. In the Cherwell Local Plan of July 2017, it is stated on page 12 that this is "a coherent and joined-up plan." COMPLETELY DISAGREE, this plan is anything but a coherent strategy and requires urgent reassessment. All of Oxford's six councils, not just from a Cherwell D.C. perspective, MUST sit down and discuss a way forward to resolve this housing and its associated transport issues as a matter of some urgency. This Cherwell Local Plan will NOT work as it stands

Oxford Green Belt Network – Plan is founded on the assumption of a step change to historic levels of growth in Oxfordshire. It suggests that the long established strategy of diverting growth away from Oxford towards the county towns is no longer feasible. The proposed levels of growth are unrealistic. Arguments for a strategy to divert growth away from Oxford remain as strong as ever. For this strategy to work the Green Belt should be retained in its entirety. The Review cannot be effective without a well-founded spatial strategy for the county.

Other comments include:

- The Plan advocates a challenging strategy and much rests on the deliverability of the locations identified to meet the unmet needs of Oxford. If needs fail to be met then land at Upper Heyford could play a significant role.
- The Plan is predicated on provision of 4,400 houses being needed. This assumption has recently been challenged and is likely to be revised downward significantly.
- Growth should be focussed at Bicester and Banbury in accordance with the Council's settlement hierarchy and spatial strategy.
- The Council has not demonstrated exceptional circumstances to release sites from the Green Belt.
- There is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested.
- There should be a single housing requirement for the Plan.
- The inability of Oxford to accommodate its spatial planning needs is not just confined to housing. Land to meet economic development needs also has to be addressed by the surrounding districts. The Plan should make provision for large scale logistics operators.

Officer Response

The Oxfordshire Strategic Housing Market Assessment 2014 was produced jointly by all the Oxfordshire councils in accordance with Government guidance and has been scrutinised through the examinations of the Cherwell, Vale of White Horse and (currently) West Oxfordshire Local Plans. It provides a clear understanding of housing needs and remains the most up-to-date, cooperatively produced and robust assessment.

As highlighted in representations, the Government, in September 2017 published a consultation document entitled 'Planning for the right homes in the right places' in which a proposed new methodology for assessing housing need was highlighted.

The basic methodology suggested a simplified method involving three components: a demographic baseline, a modification to account for market signals (the price of homes) and a cap to limit any increase an authority may face when they review their plan. 'Indicative' figures accompanied the consultation to demonstrate what the effect of the methodology could be under the circumstances at that time. These suggested that Oxford's basic needs would be 746 dwellings per annum (2016-2026) and that Cherwell's would be 762 per annum (2016-2026) compared to the need identified in the 2014 SHMA of 1400 per annum (2011-2031) for Oxford (mid-point) and 1,142 per annum (2011-2031) for Cherwell. However, the consultation paper included the following paragraph:

'46. Plan makers may put forward proposals that lead to a local housing need above that given by our proposed approach. This could be as a result of a strategic infrastructure project, or through increased employment (and hence housing) ambition as a result of a Local Economic Partnership investment strategy, a bespoke housing deal with Government or through delivering the modern Industrial Strategy. We want to make sure that we give proper support to those ambitious authorities who want to deliver more homes. To facilitate this we propose to amend planning guidance so that where a plan is based on an assessment of local housing need in excess of that which the standard method would provide, Planning Inspectors are advised to work on the assumption that the approach adopted is sound unless there are compelling reasons to indicate otherwise. We will also look to use the Housing Infrastructure Fund to support local planning authorities to step up their plans for growth, releasing more land for housing and getting homes built at pace and scale'

Within the consultation paper were proposed transitional arrangements depending on the stage reached in preparing a Plan. It was suggested that if plan was submitted for examination on or before 31 March 2018 or before the revised NPPF was published (whichever was later), authorities should continue with the current plan preparation. Otherwise, it was suggested that the new standardised method would apply.

The consultation paper stated:

'52. We are also proposing transitional arrangements to set a period of time before which plans would be expected to use the standard method for calculating the local housing need. This recognises that a number of plan makers have already made significant steps in preparing their plan, and we want to encourage them to complete their plan, avoiding further delays and so undermining the delivery of new homes.'

The consultation paper was very clear in its support for authorities seeking to provide more homes than might be required by the draft methodology provided there is a more than the draft figures given in the consultation document, provided there are evidence-based and sound planning reasons for doing so. It was similarly clear that Local Planning Authorities should not hold-up their planning making.

Further consultation of changes to Government policy are expected. On 30 January 2018, the Government's Chief Planning Officer advised,

'NPPF timetable update

We are currently revising the NPPF in order to implement our planning reform package from the housing White Paper, the Planning for the right homes in the right places consultation and the announcements at Autumn Budget. We intend to publish a draft revised NPPF before Easter. We will consult on both new policies from the Budget, and the text of the Framework, to make sure the wording is clear, consistent and well-understood. Our ambition is to publish a final revised Framework in the summer.'

Local Housing Need transitional arrangements

In our Planning for the right homes in the right places consultation in September we set out that the new standardised method should be used, unless the plan will be submitted for examination on or before 31 March 2018, or before the revised Framework is published (whichever is later). In light of the timetable set out above these transitional arrangements will apply to any plans submitted before the final revised Framework is published.'

In view of the fact that the final, revised NPPF will not be published until the summer (an 'ambition'); that the Council had committed to a two-year review programme for the Partial Review beginning in 2015; that there is agreement among all Oxfordshire councils that Oxford cannot fully meet its own housing needs; and, that all Oxfordshire Councils have committed to Plan for and support the delivery of 100,000 new homes between 2011 and 2031 in the Outline Agreement for the Oxfordshire Growth Deal (by reference to the SHMA 2014 at para. 24), it is not considered that the plan-making process be paused.

It might be considered that a risk for the Council would be for the objectively assessed need to fall significantly later in 2018 and for individual local planning authorities within Oxfordshire to start re-appraising Oxford's level of unmet need and its apportionment. This risk cannot be eliminated but is reduced by the following circumstances:

- the need for additional homes, including affordable homes, and the growth of the Oxfordshire economy will remain as key planning considerations;
- the outline agreement for the Oxfordshire Growth Deal (Appendix 11);
- the expected commitments from West Oxfordshire and Vale of White Horse District Councils in their new Local Plans to fulfil their apportioned housing figures;
- the existing and expected commitments from Vale of White Horse District Council in its existing and new Local Plan to fulfil its apportioned housing figure;
- the commitment between all of the Oxfordshire Councils to the production of a new Joint Spatial Plan and the alignment to that Plan in the commitment to deliver 100,000 homes by 2031 in the Growth Deal Outline Agreement.

Section 4 – Our Vision and Objectives

There were approximately 40 comments relating to this section of the Plan. The majority raised objections to the Plan. The comments included representations from the following:

Gosford & Water Eaton PC – The draft vision gives insufficient consideration to the impact of the proposals on existing communities and the environment. In our community local services are already under strain, and cannot just deliver extra capacity for more residents. It should recognise that meeting Oxford's needs must take account of the impact on the environment and local communities including safeguarding the countryside from encroachment; loss of access to the open countryside for the urban population; removing an established historic leisure facility; removing valuable agricultural land and adding to the parking problems and travel congestion, rather than providing sustainable travel opportunities for the existing and new villagers.

Begbroke PC – Is it vested interests that have shaped this vision? The many objections to the Plan have been ignored by CDC. No confidence that the Council will take any notice of opposition views. The Government is introducing new projections for housing for England. Under these calculations the number of houses Oxford claims it needs falls by over 40%. The Plan should be withdrawn. The Oxford Transport Strategy acknowledges that future housing and employment growth is set to further exacerbate congestion on the A34, the outer Ring Road and other corridors that feed in to the city, unless traffic can be captured before it reaches them. The infirm and shoppers will not be cycling. Catching a bus is not realistic for many people.

Hampton Gay and Poyle PM - We do not support the vision contained within the plan document:

- as it sacrifices local communities and their Green Belt to accommodate the needs of Oxford city, without concern for the wishes of those communities
- by definition the development is to provide commuting homes for Oxford, no consideration is given to how that creates balance and sustainable communities in the villages affected
- we do not accept that development of this scale can be sympathetic to the historic context of the villages or their environment
- clearly development of this scale needs strong connections and transport infrastructure if it is to serve Oxford Commuters but that assumes the basic vision that the village should be sacrificed to help Oxford is accepted which it is not. Also the document does not give enough detail or commitment to developing already overwhelmed transport systems to accommodate this flawed vision
- we accept that development should be well connected to Oxford, if it is to serve the city, but do not accept that proximity is the only factor. Accordingly, investment in transport infrastructure can serve more outlying communities as well as those in the Kidlington/Yarnton/Begbroke area
- we do not believe the vision explains how social/affordable housing for lower paid, key workers for Oxford city will be delivered and reserved for those workers
- we envisage development of this scale will result in unforeseen transport consequences for our Parish, with increased 'rat running' in both directions through Hampton Poyle, worsening an existing congestion/speeding issue. We cannot therefore see how this adds to our Health and Well being

Historic England – welcomes the inclusion of ‘historic environment’ in SO15 as part of the positive strategy for conserving and enjoying the historic environment.

West Oxfordshire DC state that the Vision is an appropriate vision in principle and sets out a range of important factors. The Strategic Objectives rightly recognise the need for Cherwell to work in partnership with other authorities in delivering Oxford’s unmet housing needs. They also recognise the need for transport improvements.

Oxfordshire County Council – The Vision and objectives are supported. The spatial strategy which focuses development on land in North Oxford, Kidlington and along the A44 corridor is fully supported. A number of these locations were identified as potential strategic spatial options for Oxford’s unmet needs and assessed through the Growth Board post SHMA strategic work programme, the outcome of which underpins the Growth Board apportionment of unmet need.

Highways England – welcomes the wider local plan objectives which focus on locating development in sustainable locations in the District and in close proximity to facilities and services, including public transport options. Welcome the commitment to a collaborative approach between the county and district councils in facilitating improvements for sustainable transport to access Oxford. We also wish to be part of this collaborative approach.

Kidlington Development Watch - Considers that the growth and the level of housing need are much lower than estimated. They rely on assumptions of high growth in jobs in Oxfordshire requiring many people to move into the county. These projections of jobs growth are exaggerated in order to support funding bids from the Local Enterprise Partnership. Some growth will of course occur. However much of this can continue to be directed away from the City as under the ‘country towns’ approach which has operated in the past. Indeed, through true co-operation between the Oxfordshire Councils, such an alternative strategy would help to protect the city from over development, would be consistent with the fundamental purpose of the Green Belt, and would be sustainable. In contrast, the expansion of Oxford is unsustainable.

Other comments include:

- Objection to SO17 because the economic growth projections and the 2014 SHMA are obsolete.
- Objection to SO18 as there are no mechanisms to ensure affordability or that the new accommodation will not overwhelmingly be taken by newcomers.
- Objection to SO19 as the infrastructure proposals are merely unjustified and uncostered ideas.
- Oxford’s unmet need is unproven
- It would be better to build nearer to places of employment rather than creating satellite settlements and produce more congestion with people having to commute
- Oxford City must have plenty of sites that can cater for their housing requirements.
- SO16-SO19 are in direct contradiction to the 2015 adopted local plan.
- The Consortium broadly supports the vision and objectives of the Partial Review.
- How can Cherwell agree to an unidentified need until that ‘housing need’ is proven by an EiP for the Oxford Plan.
- Important to provide an appropriate evidence base to justify the level of Oxford’s unmet housing needs.

- The 4,400 figure can only be treated as a minimum to ensure the soundness of the plan.
- The SHMA relies on assumptions of high growth in jobs in Oxfordshire.
- The option of trying to force 40% population increase in a largely rural county has not been discussed with the electorate.
- Cherwell has failed to work with the City Council on strategic employment site planning. There is no joined up thinking on how many knowledge –based or technology/science parks are needed.
- Creating extra jobs will increase housing demand without tackling the local need for more affordable housing.
- Cherwell’s priority should be for the needs of its local communities.
- The Tripartite welcomes and supports the Council’s strategic objectives and spatial planning development approach to meeting Oxford’s unmet housing needs.
- The expansion of Oxford is unsustainable. The more it expands the greater damage to the historic city and the greater the loss of Green Belt which protects it.
- Kidlington is now faced with the worst of all outcomes ie massive structural loss of the Green Belt combined with huge housing schemes that are disconnected from Kidlington and offering nothing for the village in terms of place making and regeneration.

Officer Response

Officers have considered the proposed vision and plan objectives in light of the representations made. No change is recommended. The goals of meeting housing needs; supporting the city’s economy, universities and its local employment base; and ensuring that people have convenient, affordable and sustainable travel opportunities to the city’s places of work, study and recreation, and to its services and facilities are essential to delivering a Plan that truly relates to Oxford’s need. The vision’s aims are central to achieving sustainable development.

Section 5 – Delivering the Vision and Meeting Our Objectives

Housing Mix, Tenure and Size

Over 30 comments were made on this section. These include representations from the following:

Bloxham PC – Oxford’s greatest need is for affordable housing for key workers, people new to the housing market and people working in Oxford’s developing science economy. Such housing must have easy access to affordable and sustainable transport options which development close to Oxford would allow. The policy to allocate 50% affordable housing is noted.

Begbroke PC – Councils should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies.

Oxfordshire County Council – The significant need for affordable housing is the driver behind the scale of Oxford’s OAN as identified in the SHMA. The Plan seeks to meet the need for key worker housing as both the affordable and market housing mix. The City’s definition of key worker housing currently focuses mainly on meeting the needs of those in professional roles. The needs of other key workers in lower paid roles should also be included.

Oxford City Council – Welcomes the target for 50% affordable housing. The City Council’s priority for addressing the needs of those on the housing register would be for social rent homes. Supports that ‘key worker’ housing may be delivered as part of the intermediate affordable housing. The City Council is proposing to take a new approach with the preferred option being an alignment more with income and affordability rather than specific employers or sectors.

Begbroke & Yarnton Green Belt Campaign - The quantum of homes is based on the SHMA 2014 which is now out of date. Publication of a draft standardised methodology for assessing housing needs published in September 2017 indicates a figure 61% lower for Oxford and 50% lower for Cherwell. The Proposed Submission Plan could lead to an oversupply of housing. With this question mark over the OAHN figure Green Belt release cannot be justified. Oxford's housing need is still to be fully and accurately defined through its local plan process. The Inspector's recommendations on the Local Plan envisaged a continuing joint approach whereas Cherwell has forged on alone and sought to defend the Growth Board apportionment. This figure was arrived at on the basis of a rudimentary process of examining sites in isolation through the LUC Spatial Assessment. There is little evidence of other work streams influencing the RAG rating of sites. The figure was not arrived at following SA or HRA work, or any consultation. The Council has not acknowledged the uncertainty associated with the apportionment figure.

Other comments include:

- Number of houses required has been grossly overestimated.
- Vacant properties should be used.
- How many of the new homes will actually be affordable?
- Developers consistently default on their affordable housing quota.
- Most new houses are likely to serve London commuters and buy to let markets.
- Oxford City has consistently failed to develop land for meeting its housing needs.
- SHMA estimates are unjustified.
- Housing figures should be revisited due to publication of Government’s consultation document ‘Planning for the Right Homes in the Right Places’. It reduces Oxford’s needs by 47%.
- Housing densities too high.
- Housing densities too low.
- There is a net need for affordable housing which is not the same thing as a net need for new construction.
- Housing plans for North Oxford will virtually join Oxford with Kidlington. It will become part of Oxford’s urban sprawl and lose its unique village identity.
- Strain on infrastructure a concern.
- Support for 50% affordable housing. It is hoped that it can effectively be enforced.
- Need for housing that local people can afford to buy or rent. The intention to build at low densities in desirable locations will not deliver this type of housing.

Officer Response

The many comments on this topic have been noted.

Securing the delivery of affordable housing is critical in helping to meet Oxford's housing needs in the context of the 2014 SHMA and Oxford's Housing Strategy. Officers from the CDC and the City council have been in discussion with a view to agreeing an outline approach for the cross border allocation of housing. The discussions have been broadened out in the context of other Oxfordshire local plans seeking to address Oxford's needs and cooperative work on the Oxfordshire Growth Deal which includes the delivery of affordable homes.

Officers consider that the Plan's approach to tailor the overall need for affordable housing to Oxford's needs to be required and deliverable in the context of evidence including the Plan's viability assessment (evidence doc. PR49). Agreement between the two councils as housing authorities will help ensure timely delivery. The concerns raised in representations about the wider 'affordability' of market housing and the risk that it is not readily available to those working within Oxford go beyond spatial planning issues, but the provision of additional housing would assist movement within the market and officers consider that Policy PR2 - Housing Mix, Tenure and Size would help tailor the new housing to local needs.

In the interest of consistency a proposed focused change includes the addition of the proposed 50% affordable housing requirement to Policy 12b: Sites Not Allocated in the Partial Review.

The Oxford Green Belt

Approximately 20 comments were made on this section. These included representations from the following:

Oxfordshire County Council – Agree that there are exceptional circumstances for removing land from the Green Belt, including the urgent need to provide homes to meet Oxford's significant needs, particularly for affordable homes and the inability of the City to fully meet its own needs within its administrative boundary. Channelling development for Oxford's needs towards other settlements in Cherwell would result in longer distance commuting to Oxford, placing further pressures on the transport network. The new Green Belt boundaries are well defined and can last beyond the plan period.

Hampton Gay and Poyle PM - We do not support the justification for Development in the Green Belt for the following reasons: "Oxford's Urgent and Pressing Housing Need". It is fair to ask whether in the 21st century with fast internet access we require people to travel routinely into employment hubs to work. Clearly there are some workers (teachers, nurses etc) who need to but there appears to have been little thought given to how a burgeoning high-tech centre like Oxford should source its work force. We note that the Oxfordshire Growth Board is supporting housing developments in the Didcot area as well as the West Oxfordshire Garden Village. Surely this makes the case that development close to Oxford is not necessary. "The Clear Inability of Oxford to meet its own housing needs". But the other part is the extent to which Oxford can address this need itself without disturbing the Green Belt. Building on Brown Field sites in Oxford will alleviate many of these issues as well as reducing the issues that relate to commuting. They would also provide a greener solution as people would be more likely to walk or cycle to work than those from outside the ring road. "The absence of sustainable, deliverable and alternative sites". This is simply not correct. There is a lot of land within the Oxford ring road system that could be developed. To say that it is Green Belt ignores the fact that the land proposed for development is nearly all Green Belt. "The opportunity to create

a sustainable joined up vision for the whole of the north Oxford/Kidlington/A44 corridor area". This single statement effectively incorporates the seven statements which precede it - other than the one that relates to Woodstock. This key statement is thus repetitive and we address it here. Many of the statements leading into this key one are not actually the basis for Exceptional Development in the Green Belt. ("relationships between existing site..."; "unique place shaping of land in the vicinity of the Begbroke Science Park and the Oxford Canal"; "improvement to transport infrastructure in the north Oxford/A44/A4260 corridor"; "strengthening of Kidlington village centre related to sustainable transport improvements"; and" the opportunity for improvements to the quantity and quality of new public open space, green infrastructure and recreation facilities and in terms of access to the countryside". Clearly this is an aspirational afterthought sought to partially justify the proposed development. The "unique place shaping" comment is especially risible. However, there are many ways that such a vision could be created without the proposed development. Piecemeal encroachment onto the Green Belt in eight different locations seems a poor basis for such a vision.

Other comments include:

- Strong disagreement that 'exceptional circumstances' exist.
- The Plan is contrary to para 14 of the NPPF. It is also contrary to the twelve core land use planning principles set out in para 17 of the NPPF. Plan is also contrary to guidance in the NPPG.
- Green Belt should be considered as an entity or system not as a collection of individual land parcels.
- Green Belt is a permanent designation
- The overall level of growth is unnecessarily high. Alternatives to development in the Green Belt are available.
- The Green Belt was set up to safeguard the countryside from the City spreading into neighbouring countryside and to preserve the historic setting of the historic city.
- Traffic congestion will increase
- Kidlington is not the right place to build large estates. Yarnton and Kidlington have long histories as villages and do not deserve to be swallowed up in a great anonymous conurbation.
- Development could be located on sustainable sites identified elsewhere in the District rather than Green Belt.
- Traffic congestion and parking already a major problem.
- Why not adopt a Cambridge approach. Whilst taking areas of existing Green Belt create new Green Belt further out.
- The number of houses required has been grossly overestimated.
- The proposed developments contravene the five purposes of the Green Belt as set out in the NPPF.
- The proposals will remove the vulnerable Kidlington Gap.
- CDC is ignoring all aspects of their adopted Local Plan Part 1.
- Green Belt land is widely used for recreational purposes.
- Greater potential for flooding.
- The P&R is not feasible as no bus lane could be implemented due to bottlenecks.
- Shutting Sandy Lane is preposterous.

- There are far better sustainable sites which could make a whole new community.

Officer Response

The national importance given to the protection of designated Green Belts and the 'high bar' set for the removal of land from the Green Belt through Local Plan demonstration of 'exceptional circumstances' has necessarily been a fundamental principle of Plan preparation. The 'exceptional circumstances' test is different from the Development Management test of 'very special circumstances' for 'inappropriate' development within the Green Belt.

Officers have reviewed whether its examination of reasonable alternatives remains robust in the light of representations. The view remains that Areas of Search, other than Areas A and B, are unsuitable for the accommodation of the additional development required to meet Oxford's needs. The Council's approach to assessing exceptional circumstances has also been discussed with its Green Belt consultants in the context of comments made. A re-appraisal of the approach and options is not required. The exceptional circumstances set out at paragraph 5.17 of the Proposed Submission Plan are robust.

Transport Infrastructure

Approximately 30 comments were made on this section. These included representations from the following:

Begbroke PC – The proposed bus lane along the A44 is physically and financially impossible due to the restrictive widths of railway and canal bridge crossings plus the underpasses at Peartree Interchange. The rapid transit route will only be viable with Government funding. These improvements cannot be used to justify large scale housing development adjacent to the A44.

Oxfordshire County Council – The Plan generally aligns with LTP4 and the Oxford Transport Strategy. Whilst the proposed sites score highly in terms of sustainability, it should be recognised that there are high levels of traffic congestion in southern Cherwell and north Oxford which need to be remedied. The highway improvements within the highway boundary that are detailed in the Infrastructure Schedule are supported. The proposals would improve on existing, and provide new, pedestrian and cycle infrastructure between existing and new sites and ensure that the developments and infrastructure complement the LTP and corridor studies.

Highways England – Welcome policies and proposals that incorporate measures to reduce traffic generation at source both through good location and by facilitating and encouraging more sustainable travel behaviour. Note that the Plan seeks to locate the majority of development on land designated as Green Belt but that Cherwell District Council considers the circumstances to be exceptional. We would highlight the risk that if Green Belt development is not permitted it may need to be allocated elsewhere, which could potentially have a far more onerous impact on the highway network than is predicted. Nevertheless consider that if 4,400 dwellings are delivered in the plan period (in addition to the developments already committed in the Cherwell Local Plan) then there could be a significant impact on the operation of the SRN and the importance of the accurate assessment of this impact needs to be emphasised. Welcome the location of development in relatively close proximity to Oxford along key radial routes. There is the potential for frequent, high quality sustainable transport connections from the additional development sites to the Oxford urban

area. Should these not be in place then we consider that the traffic impact upon A34/A44 Peartree Interchange arising from the additional development is likely to be intolerable. We note that the PR does not appear to propose any highway infrastructure improvements to support the development proposal, only public transport infrastructure. However, the residual impacts are yet to be fully understood, as are any mitigation measures that may be a consequence of them.

Note that 1,180 dwellings have been put forward as extensions to the northern edge of the Oxford urban area. Extensions to the urban area could be considered suitable locations for development provided good accessibility to existing services and facilities exists and necessary supporting infrastructure (including public transport services) can be provided. Although we welcome the proximity to existing and planned sustainable transport infrastructure, we consider that the extensions proposed could affect the A34/A44 Peartree Interchange, the A34/Oxford Road junction and potentially M40 Junction 9. We note that the remaining 3,220 dwellings have been allocated to sites adjacent to Kidlington, Begbroke, Yarnton and Woodstock. Whilst some of these sites are located further away from the Strategic Road Network, it is likely car trips from these sites to Oxford will route via the A34/A44 Peartree Interchange and that a number of longer distance trips could also route via A34/A44 Peartree Interchange as well as the A34/Oxford Road junction. We consider that whilst some of the sites may have less of an impact on the strategic road network due to their size and/or proximity, the cumulative impact could be significant and it is recommended that an assessment of this impact is undertaken.

Other comments include:

- A significant number of the representations raise the issue of the existing traffic congestion problems in the area which will only be exacerbated by the proposed development.
- The proposed development will increase A34 use and congestion.
- References to the Oxford to Cambridge corridor are contradictory.
- The Expressway will be in direct competition with the rail link. This is contrary to the sustainable transport policies.
- Emissions will increase. No concern is shown about air quality.
- There are no adequate policies to assist in the necessary transition to the use of ULEVS.
- If development was concentrated along the two railway lines, commuters could access the centre of Oxford and towns /cities further afield without using the car.
- New transport infrastructure is needed to deal with existing needs. It does not model the impact of the additional houses.
- Plans currently unfunded.
- Begbroke and Yarnton will not be served by RTS and will suffer increased traffic.
- Strong objection to the closure of Sandy Lane.
- There are no buses from Begbroke to Kidlington.
- No mention is made of measures to encourage people to refrain from owning cars, such as promoting and providing space for car-sharing clubs.
- The planned new railway station seems to have very restricted access and no parking provision.
- No safe way to cycle to work.

Officer Response

Whilst the proposals for development within the Plan undoubtedly affect a challenging area of the district in transport terms – the interface with Oxford with main transport corridors (A44/A4260) into the city; connections with the A34 and A40; congestion at the Wolvercote, Cutteslowe and Peartree roundabouts and associated air quality issues, it is the view of officers that they represent the best opportunity for maximising the use of sustainable transport, reducing the reliance on the private car, ensuring high levels of accessibility to Oxford's places of employment, its universities, its services and facilities, and developing communities that are well-connected to Oxford.

Officers, with the Council's transport consultant, have worked in cooperation with Oxfordshire County Council from early stages of plan preparation through regular liaison meetings, through issue specific meetings at key stages of evidence preparation which resulted on the joint commissioning of transport modelling, understanding of the plan's effect on local and strategic road network, the identification of transport mitigation measures and culminated on the **joint sign-off** of the Transport Assessment supporting the plan. District and County officers met with Highways England at key stages of transport evidence and plan preparation.

In cooperation with the County Council, development locations were selected based on a 'lowest transport impact' basis, appraised through an iterative stage of model testing.

The County Council's proposals for rapid transit routes and strategic cycleway improvements within the Plan's growth area, its strategy for providing Park and Ride facilities further away from the city to encourage early 'modal shift', and its desire to improve traffic movements along both the A4260 and A44, integrate well with proposals for development immediately to the north of Oxford and along the A44 and provide clear opportunities. The aspirations of the Kidlington Masterplan SPD to improve sustainable connectivity within the wider Kidlington / Begbroke / Yarnton area are also informative.

Alignment with the Oxford Transport Strategy, contained within the County Council's Local Transport Plan, has been a central theme of the Plan. Highways England's view that if Green Belt development were not to come forward, land allocations elsewhere could potentially have a far more onerous impact on the highway network is illustrative of the appropriateness of the proposed strategy in transport terms, notwithstanding the highway capacity challenges that endure.

The representation from Highways England has been considered by the Council's transport consultant and discussed at a meeting attended by Highways England and the County Council.

Officers from the three authorities discussed the effect of the plan on the M40 J9, A34 and A34 junctions and agreed that the main residual issues are concentrated upon the Peartree interchange which suffers from peak traffic congestion even without growth from the Partial Review.

The Plan's concentrated focus on sustainable travel helps to minimise additional impacts and there is an understanding that implementation would need to include improvements to bus services operating through the Peartree interchange and Loop Farm roundabout. There is agreement with the highway authorities that junction 'microsimulation' work may need to be taken forward once there is greater certainty over the precise nature of development.

Through the Growth Board, the Oxfordshire councils have reached an Outline Agreement with Government for an Oxfordshire Growth Deal. Subject to agreement on a required Delivery Plan, it

will commit the Government to a 5 year (2018-2023) £250m funding package which includes addressing the transport infrastructure requirements of growth to 2031. This is in the context of the Oxfordshire councils committing to delivering 100,000 homes (2011-2031) in line with the need identified in the SHMA 2014. The Partial Review's sustainable transport mitigation package is included in the emerging Growth Deal under 'North Oxford All Modes Corridor Improvements'.

It is the view of officers that the Plan's proposals represent the most sustainable approach to addressing the local highway issues. There is clear alignment with the County Council's policies and programmes as Local Highway Authority. Strategic highway schemes have been identified in the Oxfordshire Infrastructure Strategy which will ensure countywide coordination and form the basis for funding bids. Officers will continue to work closely with the County Council and Highways England to secure investment for the transport improvements including strategic funding such as from the Growth Deal and Local Growth Fund, funding from developer contributions and from the capital programmes of the relevant authorities.

The Plan, its sustainability and its deliverability do not depend on the provision of a railway halt/station. Land is safeguarded to assist with a longer term aspiration following discussions with the site promoter (site PR8) and initial exploratory discussions with the rail industry.

Officers from the county and district councils are agreed that the potential closure of Sandy Lane to vehicular traffic would not affect the operation of the Strategic Road Network, that modelling evidence shows that Langford Lane operates under capacity and could absorb displaced vehicular moments; and, that modelling shows that the A40-A44 link road (highlighted by West Oxfordshire District Council) is not required to deliver the growth in the Partial Review. Officers recommend that Sandy Lane's potential closure, aligned with the implementation of rapid transit routes, is retained within the Plan to maximise the potential for the use of sustainable transport, to create a high quality 'green link' between Begbroke/Yarnton and Kidlington, to achieve a high quality of development within site PR8 and to assist Network Rail with the closure of the level crossing for safety reasons.

The potential closure of the Sandy Lane level crossing has been discussed with and welcomed by Network Rail. It has also been agreed to introduce a minor amendment to the Plan requiring consultation with it on the development brief for site PR8 in part to avoid the pedestrian/cycle/wheelchair use of the Yarnton Lane/Green Lane as a preferred route that might lead to more intensive use of the level crossing thereon. It has been agreed that the Plan's proposals do not materially lead to increased vehicular traffic over the crossing. Nevertheless, Network Rail wishes to explore its potential for closure. The closure of both Sandy Lane and Yarnton Lane level crossings would be of significant benefit to Network Rail in terms of health and safety, journey times and rail capacity.

Overall, having reviewed all the comments submitted, officers are of the view that a change is not required to the plan's strategy for transportation but that the focused changes would improve the final document in light of detailed comments made.

General Comments

Approximately 50 general comments were made on Section 5 of the Plan. These included representations from the following:

Gosford and Water Eaton PC -1410 new houses are proposed within the Parish. This represents 32% of the total allocation and would lead to a 208% increase in the number of houses within the Parish. It would lead to the removal of nearly 100Ha of land from the Green Belt, 12% of the total Green Belt in the Parish. This would result in a substantial reduction in the Green Belt at the narrowest point between Gosford and Water Eaton, Kidlington and Oxford. The impact of this level of development on the environment, community and infrastructure of the Parish will be substantial.

Not convinced that the negative effects on the road network can be adequately mitigated and there is insufficient evidence that infrastructure improvements can be delivered. The proposal will lead to the substantial loss of countryside; increase the pollution to the area, impact on recreational facilities and on the landscape wildlife and historic environment. Furthermore, are not convinced that the figure of 4400 is justified or appropriate for meeting Oxford's Unmet Needs. Not convinced that the spatial strategy as put forward is the most appropriate nor will it be deliverable without major impacts on the existing community and environment.

The draft vision gives insufficient consideration to the impact of the proposals on existing communities and the environment. To achieve balanced communities, the needs of the existing villages, and their villagers, need to be taken into account. Local services (schools, transport, parking, and medical centres) are already under strain. An additional 4400 houses in Cherwell (1410 of which are in the Parish) together with further growth at Banbury, Bicester and Upper Heyford will put further pressure on the transport network through our Parish and exacerbate the problem. Additional land will be required, in some cases, to provide additional transport infrastructure whether this is road improvements, bus lane or cycleways. This will result in further development and urbanisation within the Parish and the destruction of further Green Belt/green spaces.

Hampton Gay and Poyle PM - Regarding the Strategic Objectives noted on page 7 of the Submission Plan summary document: -SO16: clearly District, City and County Councils need to work together. However do not agree with this objective as it makes no consideration of the needs and wishes of the Kidlington/Yarnton/Begbroke communities that are being fundamentally sacrificed in respect of their Green Belt and historical/environmental contexts. It makes no reference to the priority that should be attached to the city re-evaluating all opportunities to provide housing for key workers within the city itself. -SO17: as noted above, we do not accept that meeting Oxford's needs is the only consideration to support economic growth in Oxford and Cherwell. Developing local communities with local residents working in local businesses, or in the digital age utilising outlying operations of Oxford centric organisations, should be considered. That approach could consider sites across Cherwell (and Oxfordshire) not just the Kidlington/Yarnton/Begbroke area, representing a dilution and dispersal of the currently proposed intense developments. -SO18: clearly this is an important objective for meeting the needs of Oxford's key workers but we do not agree with it as drafted as it makes no consideration of a priority to re-evaluate opportunities within the city to house such workers, does not consider outlying areas for remote workers as suggested for SO17 above, nor has any reference to guaranteeing how new housing will be reserved for Oxford's key workers and not London commuters from Oxford Parkway. -SO19: this objective is ok as far as it goes but it does not consider developing transport strategy across Cherwell and Oxfordshire to make

Oxford more accessible from developing existing transport links in outlying areas. Implicit is the assumption that transport development is by reference only to the proposed Kidlington/Yarnton/Begbroke developments.

Vale of White Horse DC - welcome the approach taken by Cherwell District Council to deliver the agreed apportionment of un-met housing need for the district, and that this is to be delivered on sites which are demonstrably close to Oxford city.

Oxfordshire County Council – Content relating to rights of way and access to the countryside is supported. The attention that is given to green infrastructure (GI), landscape and biodiversity in the plan and the detailed guidance that is given to these items within the individual site allocation briefs is supported. Although section 5.141 recognises that infrastructure necessary to support planned developments must be provided in a timely manner, no specific reference is made the need for health promoting infrastructure, such as community facilities, walkways and cycle paths to be provided from the outset or as near to the start of the development process as possible.

Oxford Preservation Trust – If it is eventually determined that there are exceptional circumstances sufficient to justify land being taken out of the Green Belt, then some compensation land should be provided, which provides publicly accessible green space & improves biodiversity, together with measures to ensure that this is permanent. In addition, higher contributions put towards enhancement of existing Green Belt & any new local areas of permanent open space.

Other comments include:

- How can green space be improved when houses are to be built on existing Green Belt and a golf course has to be relocated?
- The claim of strengthening Kidlington village centre is wholly unrealistic.
- These proposals benefit Oxford City but are to the detriment of the residents of Yarnton and Begbroke.
- There are no exceptional circumstances to develop in the Green Belt.
- Concerns raised about deliverability of the proposed sites within the timescale of the Plan.
- The figure for new employment is grossly overestimated.
- Broad support for Vision and Objectives.
- Increased risk of flooding.
- The Council needs to reassess the overarching spatial strategy.
- Reassessment of the Green Belt release sites is required.
- The proposed allocations allow for no flexibility if additional need is identified or if sites are delayed.
- The strategy should provide for the allocation of a portfolio of sites at sustainable settlements, notably the service villages.

Officer Response

The varied comments received have been noted and have been considered in reviewing the soundness and legal compliance of the Plan. Many of the representations repeat comments made

under other sections and policies in the Plan and the officer comments applicable to those sections apply equally here.

Policy PR1 – Achieving Sustainable Development for Oxford’s Needs

Over 750 comments were received in relation to this policy. The vast majority raised objections. Comments included representations from the following:

Hanwell PC - The plan substantially overstates Oxford's total housing need and does not satisfactorily identify the amount that Oxford might not be able to meet. Oxford is capable of accommodating all or almost all of it by switching land earmarked for business to housing instead. It is therefore premature for Cherwell to even start the process of accommodating it.

Gosford & Water Eaton PC - Concerned that the figure of 4400 homes of which 1410 (32%) are within the Parish area is not appropriately justified given the impact on the Green Belt, the environment and infrastructure. Not convinced that this level of development can be delivered with the necessary transport and other infrastructure and without detrimental impact on both existing residents and those of the new communities. It is difficult to see how the proposals are consistent with some policies of the existing Development Plan, notably Policy ESD13 of the adopted Local Plan, in terms of the impact on local landscape character. By increasing visual intrusion and harming the local landscape these development proposals would be contrary to these policies. Policy ESD15 seeks to respect an area’s unique built, natural and cultural context. Development on the scale proposed which will increase the number of houses within the Parish by 208% will not secure this goal. Similarly, for the reasons set out above in terms of impact on local communities and the environment the proposals would not achieve sustainable development and would not be consistent with the NPPF.

Kidlington PC - Until the Oxford City local plan has been examined & completed, the exact level of unmet need is uncertain, due to the mismatch between the 2031 date in the SHMA, & the 2036 date in the Plan. The Government's recent "Planning for the Right Homes in the Right Places" document on how OAN should be calculated means both Oxford & CDC's Partial Review Plans (CPRLP) will be subject to the new guidance. Thus, revisions may be required to update the 2014 SHMA. The Government indicate that both CDC & Oxford have overestimated the level of new housing required, & significantly less growth is needed. It is premature to make decisions on the Partial Review Plan, which only concerns accommodating Oxford's unmet need, until the Authorities have progressed to accurate conclusions on an updated OAN for Oxford.

More detailed work is essential to determine the up to date OAN for Oxford City, & to maximise the use of land within the City boundary for new housing. The scale of unmet need can then be properly established. The Oxford Growth Board needs to consider afresh the distribution of newly calculated unmet need between the neighbouring authorities, giving greater weight to the importance of avoiding the release of Green Belt (GB) land in Cherwell in particular, where studies have confirmed that existing GB land performs an essential GB function in terms of the NPPF. Until these processes have been completed, PR1 cannot be proven to be justified or in accordance with the NPPF in relation to the permanence of GB. PR1 provides an unacceptable starting point for the remainder of the Plan, & is premature in advance of up to date research. The scale of growth proposed at 4400 dwellings is too high & needs to be reduced in order to better achieve sustainable development. The

Parish Council considers that any further development will lead to detrimental effects on the community and environment.

Hampton Gay and Poyle PM - Policy PR1 is flawed as it implicitly accepts without question the requirement to deliver these houses, which we have challenged elsewhere. However, the use of the term "sustainable development" is frustrating as there is no clear evidence that these developments will meet any nationally acceptable sustainability criteria.

Oxford City Council - Welcomes that the Partial Review makes provision to accommodate sustainable development to deliver the Cherwell apportionment (as agreed by the Oxfordshire Growth Board) of 4,400 homes, in full & by 2031 (Policy PR1). The lead-in time for such large sites is noted in the Growth Board memorandum, & as such it seems appropriate to prepare the trajectory with a delivery start date of 2021 as the plan also supports earlier delivery where possible. Encourages earlier delivery where possible on the sites allocated in the Partial Review, & is keen to continue the positive joint working & enhanced collaboration as the sites progress towards more detailed design & delivery.

Kidlington Development Watch - Object to the proposal for 4,400 homes in Cherwell to meet Oxford's needs. The 4,400 figure is not justified because it is based on the discredited calculations of the Oxfordshire SHMA which have been heavily criticised since they were made public in early 2014. The existence of Green Belt, as provided for in the NPPF, is a reason not to meet assessed need and the Council should have considered this in its assessment of alternatives. In the recent (Sept 2017) Government consultation "Planning for the right homes in the right places", the method proposed by DCLG in the consultation, which includes uplifts to account for affordability, results in an annual housing need for Cherwell of 762 (compared with 1142 in the SHMA) and for Oxford City of 746 (compared with a range of 1200-1600 in the SHMA). We note that the Oxfordshire SHMA deemed that no uplift for economic growth was necessary for Oxford City even on the most optimistic scenario. The new DCLG figures indicate that the SHMA numbers for both Districts are excessive as we, and others, have consistently argued since they were published. Oxford's need and its ability to accommodate it, has not yet been tested through a local plan examination. Its local plan is under preparation and is due to be submitted in December 2018. The new DCLG method is intended to apply to plans submitted after March 2018 so should apply to Oxford's local plan. It would clearly be premature for Cherwell to plan now to meet Oxford's unmet need on the basis of any number higher than 746 per annum. To plan for more would run the serious risks of over-allocating land and unnecessarily damaging the Green Belt. The Council's definition of "Sustainable Development" is elastic. It means whatever the Council chooses it to mean. Interestingly it is not defined in the glossary. In policy PR1 the Council even chooses to say what is included in the definition "for the purpose of the Partial Review". The use of the phrase in this plan is meaningless. We object to the proposal for 4,400 houses in the Green Belt as it is not sustainable because it would mean that: traffic problems would get much worse, public services and other infrastructure would be even more stretched, open countryside in the Green Belt, which is intended to be permanent, would be sacrificed for ever. Countryside walks and views would be lost to local residents in Kidlington, Begbroke and Yarnton who do not have the benefit of local parks, and for whom the countryside is currently a substitute. Natural habitats would be destroyed. The natural environment will be a major causality. Loss of habitat and increased recreational use of the green spaces that remain will stress and endanger wildlife. We think that the Council's contention that the development will result in a

net increase in biodiversity is implausible and not supported by evidence. Environmental quality and quality of life for existing residents will suffer as air, noise and light pollution would increase.

Other comments include:

- Objection to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable, Oxford should do more to meet its own needs.
- In light of the Government's consultation on its new approach to housing assessment, CDC should halt the current process and reassess its figures before continuing.
- The SHMA is discredited.
- It is premature to make decisions on the Partial Review. The Plan should be halted until the Oxford City Local Plan has been completed.
- The apportionment of 4,400 houses can only be treated as a minimum.
- Sufficient flexibility needs to be built in to the Plan to provide for contingency.
- There are no exceptional circumstances to develop in Green Belt.
- Unused property and land in Oxford should be developed first before destroying the countryside.
- The additional traffic has not been factored in to this Plan.
- There is no evidence that the proposed Rapid Transit route will either deliver the required numbers nor be a practical solution at rush hour.
- Without a cheap, effective, reliable and convenient public transport scheme, the linkage between homes in Kidlington and jobs in Oxford fails.
- The villages do not have the infrastructure to support this expansion.
- Oxford City Council has been allocating land in the City for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in the Duty to Cooperate.
- Housing development on this scale is not justified in the Green Belt.
- The University and colleges could do much more with their property in the City rather than building on Green Belt.
- Unfair that Oxford will protect its own Green Belt and green spaces but expects the surrounding areas to destroy their Green Belt and green amenities for their enhancement.
- The character of Yarnton and Begbroke will be destroyed.
- Natural habitats and wildlife would be destroyed.
- Houses will be bought by London commuters.
- Increased traffic congestion.
- Green Belt is a permanent designation.
- Development cannot be guaranteed to provide truly affordable housing.
- Housing allocations in the Kidlington Gap should be removed.
- No consideration of the Kidlington Master Plan.
- The densities proposed are too low.
- All infrastructure should be provided before the development is complete.

Officer Response

These wide ranging comments have been noted. However, officers consider that this policy is 'sound' and no changes are proposed.

Policy PR2 – Housing Mix, Tenure and Size

Approximately 40 comments were made on this policy. These included representations from the following:

Gosford and Water Eaton PC - Supports the overall approach to providing high levels of affordable housing. How will affordable housing be defined so that it is truly affordable for those in need? The same affordability problems exist for residents of Gosford and Water Eaton as for those in Oxford. The Plan should ensure that new affordable housing is equally available to residents in Gosford and Water Eaton. It is important that affordable housing is delivered in accordance with the policy and not watered down as a result of developer pressure. Appropriate mechanisms need to be in place to secure the affordable housing in perpetuity. Providing housing for key workers is welcomed however how this will be made is unclear in the policy and would welcome explicit and secure inclusion. In the case of market housing there is concern that an appropriate mix is provided and not just executive homes. The mix of housing type is not set out in the policy. In addition, are concerned that buy to let landlords may purchase market housing, making it less affordable.

Kidlington PC - There needs to be greater detail in the Policy & supporting text (or an Appendix) regarding how affordable housing will be defined & delivered such that it continues to remain affordable for all local residents working in Oxford. Further details should also be given on the mix of market housing type and how key worker housing will be provided. There are concerns that CDC housing clients might be displaced from the Housing Waiting List by Oxford clients.

Oxford City Council - The City Council's priority for addressing the needs of those on the housing register would be for social rent homes. Welcomes the ongoing dialogue with CDC planning & housing colleagues, to discuss delivery of affordable housing at the sites allocated through the Partial Review, & particularly the allocations policy for rented affordable housing. It is envisaged that these discussions will culminate in an agreed strategy or process for allocating nomination rights to the City Council for those on its housing register. It is supported that 'key worker' housing may be delivered as part of the remaining 20% intermediate affordable housing. Proposing to take a new approach to this issue & not using the term key worker in its emerging policy approaches in the Oxford Local Plan; the Preferred Options proposes an approach aligned more with income & affordability rather than specific employers or sectors.

Other comments include:

- Insufficient certainty that affordable housing will be delivered.
- What is the definition of 'affordable housing'?
- 80% of market value is not affordable.
- There is no visible process for how the affordable housing allocation will work in practice.
- Within the definition of affordable housing specific allowance should be made for key workers employed by the University and Colleges.

- Nomination rights for rented property should be in the control of CDC.
- No provision for people living in CDC who are employed in Oxford.
- A proportion of the housing needs to be allocated for people living in Kidlington, Gosford, Yarnton and Begbroke who are also affected by inflated house prices in the area.
- No visible process for nomination rights.
- There is no agreement on the mix of housing that is required.
- Only land owned by the University should afford key worker status to university staff.
- Policy exclusively promotes self-contained dwellings. The opportunities represented by purpose built HMOs and cohousing have been overlooked/excluded.
- Policy could be expanded to allow provision of employer funded housing and student housing.
- No reference to the need for care homes and nursing homes.
- Criterion for self-build/ self-finish units should be removed.
- Policy requires more flexibility to allow housing mix to be determined on a site by site basis, and a departure from policy where adequate justification and evidence is submitted as part of individual planning applications.
- Concern that Oxford University and its colleges may be exempted from any infrastructure contributions through charitable exemption.

Officer Response

Securing the delivery of affordable housing is critical in helping to meet Oxford's housing needs in the context of the 2014 SHMA and Oxford's Housing Strategy. Officers from the two Councils have been in discussion with a view to agreeing an outline approach for the cross border allocation of housing. The discussions have been broadened out in the context of other Oxfordshire local plans seeking to address Oxford's needs and cooperative work on the Oxfordshire Growth Deal which includes the delivery of affordable homes.

Officers consider that the Plan's approach to tailor the overall need for affordable housing to Oxford's needs to be required and deliverable in the context of evidence including the Plan's viability assessment (evidence doc. PR49). Agreement between the two councils as housing authorities will help ensure timely delivery. The concerns raised in representations about the wider 'affordability' of market housing and the risk that it is not readily available to those working within Oxford go beyond spatial planning issues, but the provision of additional housing would assist movement within the market and officers consider that Policy PR2 - Housing Mix, Tenure and Size would help tailor the new housing to local needs.

In the interest of consistency a proposed focused change includes the addition of the proposed 50% affordable housing requirement to Policy 12b: Sites Not Allocated in the Partial Review.

Policy PR3: The Oxford Green Belt

This policy received the most comments of any in the Plan. Over 850 comments were made, the vast majority of which raised objections. Comments included representations from the following:

Gosford and Water Eaton PC - 95% of the land within the Parish is within the Green Belt. The plan as proposed allocates 3 significant sites for housing and removes 2 others from the Green Belt. In total,

this involves the removal of nearly 100 hectares of land from the Green Belt within the Parish Council's area which represents 12% of Green Belt in the Parish. This loss will occur in the narrow gap between Gosford and Water Eaton Parish and the village of Kidlington with north Oxford reducing the separation substantially leaving very little undeveloped land between the settlements. It will result in the urbanisation of Gosford and Water Eaton Parish with a 208% increase in the number of houses within the Parish. Noted that in the Green Belt Study (April 2017) all the site allocations in the Parish were identified as "High" or "Moderate High" in terms of harm to the Green Belt from their release for development. Indeed, of all the sites considered in the study within Gosford and Water Eaton the majority are also given a "High" or "Moderate High" ranking. It is clear that releasing this land for development of 1410 dwellings will lead to the coalescence or near coalescence of Kidlington, Gosford and Water Eaton and Oxford. The remaining gap is heavily dominated by transport infrastructure (railways and major roads) and therefore does very little to preserve any real sense of openness which is a key function of Green Belt policy. With such a narrow gap it will be much more difficult to retain any real sense of separate identity for Gosford and Water Eaton and for Kidlington. Would also highlight a clear inconsistency in the way Cherwell District and Oxford City have approached the review of Green Belt sites as part of their Local Plan process. Both authorities have carried out Green Belt Studies using the same consultants (LUC) and the same methodology which assesses the harm associated with releasing sites for development. In the Oxford City Council – Background Paper Preferred Options on Housing Needs and Supply June 2017 it states on page 5: "On balance, the proposed policy approach in the Local Plan is to exclude from the site allocations process any sites or parcels which would have a "high" harm or "moderate high" harm impact. These sites are therefore not to be taken forward for further consideration. By contrast all the sites allocated by Cherwell in Gosford and Water Eaton are scored "moderate high" or "high". This is a fundamental inconsistency in the approach adopted and begs the question as to whether Oxford City have really considered all options for development within the City boundary to an equal extent as within Cherwell. In our view this throws further doubt on the appropriateness of the figure of 1410 houses for Gosford and Water Eaton. In conclusion our view is that development of the three sites in the Parish for 1410 dwellings will fundamentally undermine the key purposes of the Green Belt and should not be permitted to go ahead.

Kidlington PC - Delete references to removal of sites PR3c, PR3d, PR6a, PR6b, PR8 from the Green Belt. Exceptional circumstances have not been demonstrated in relation to the scale of need that should be accommodated in Cherwell District. All the proposed sites are categorised as scoring high or moderate/high in importance in the GB study, in respect of preventing neighbouring towns merging into each other (See Figure 4.3 Oxford Green Belt Study 2015). They should be excluded from further consideration for new development & consistent with the findings of the Oxford City Preferred Options Local Plan. The Cherwell GB study 2017 downgrades the importance of some of the sites & scores land south of the railway & land west of Kidlington high in terms of harm. Substantial reduction of the GB is wholly incompatible with the strategic need for a GB. The effects of the planned allocations would be to reduce the width of the GB between the expanded settlement of Oxford & Kidlington to less than 1Km in places, in a location where much of the intervening gap is occupied by transport infrastructure. Exceptional circumstances have not been demonstrated in relation to the scale of need that should be accommodated in Cherwell District. All the proposed sites are categorised as scoring high or moderate/high in importance in the GB study, in respect of preventing neighbouring towns merging into each other (See Figure 4.3 Oxford Green

Belt Study 2015). They should be excluded from further consideration for new development & consistent with the findings of the Oxford City Preferred Options Local Plan. The Cherwell GB study 2017 downgrades the importance of some of the sites & scores land south of the railway & land west of Kidlington high in terms of harm. Substantial reduction of the GB is wholly incompatible with the strategic need for a GB.

Begbroke PC – Do not agree that there are exceptional circumstances for developing in the Green Belt. Have no confidence that the Green Belt will be sustained and that land adjacent to Begbroke Lane will not be proposed for future development. Our residents do not want organisations or other landowners with vested interests to destroy our pleasant environment to satisfy their own interests.

Yarnton PC - Policies PR8 & PR9 propose removal of land from the Oxford GB. This is not consistent with National Policy and is unsound. The 'exceptional circumstances' justifying its removal para 5.17 (p66) are largely implausible. The Plan shoehorns in a number of homes close to Oxford City without regard to the identities of Yarnton & Begbroke & without effective infrastructure.

Hampton Gay and Poyle PM - Policy PR3 is flawed as it sets out to allow for exceptional changes to the Green Belt. 3. Most of the proposals violate a key Green Belt purpose. On page 2, the second of these is stated to be 'to prevent neighbouring towns merging into one another'. Several of the sites, if developed, would directly contravene this purpose.

Weston on the Green PC - Objection to Options A and B as National Planning Policy states that a local planning authority should regard the construction of new buildings as inappropriate in GB. There are no exceptional circumstances for development in the Green Belt.

Wolvercote Neighbourhood Forum - Do not consider that the policy of building on the Green Belt has been based on an "objectively assessed" housing need, and therefore it has not been positively prepared nor justified. We question whether any housing to meet the unmet housing need should be built on the Green Belt without first exploring other ways of meeting Oxford's housing needs, for example by Oxford City Council using land within its boundaries for housing rather than for employment, and building homes at a higher density. The Government has recently put forward a new way of calculating objectively assessed housing need and this suggests that housing needs and therefore unmet housing needs have been wrongly calculated and overestimated. Oxford City Council has not yet prepared a local plan (it is only at the Preferred Options stage) so there is currently no estimate of how much housing it can provide itself and so the unmet need cannot be accurately determined. Proposing to build more homes under these circumstances is irresponsible and makes the plan unsound. Do not support building on the Green Belt. A new community could be built on an existing brownfield site at Shipton on Cherwell quarry. The transport infrastructure could not cope with the additional traffic which building new homes on the Green Belt north of Oxford would bring.

West Oxfordshire DC - Exceptional circumstances have been demonstrated to justify the release of sites from the GB, including sites for housing to help meet Oxford City's unmet housing needs, and sites for necessary transport infrastructure. It is clear from the evidence base for Cherwell's proposed submission plan and from the Oxfordshire Growth Board evidence base that the release of sites from the GB is necessary to deliver the scale of housing required in a sustainable manner. It is important to consider the relationship of sites with Oxford and consider how well they contribute to

helping meet Oxford's needs. The proposed housing sites to be released from the GB relate well to Oxford and to proposed or existing transport infrastructure.

Oxfordshire County Council - The removal of the Water Eaton Park & Ride (P&R) site from the Green Belt (site PR3d) is a positive step and is strongly supported by OCC.

CPRE - The SHMA is explicit that Authorities are not expected to meet OAN (Objectively Assessed Need) in full if e.g. it would necessitate Green Belt development. It has been the unforced choice – not the requirement – of Oxfordshire's Councils to agree to meet the SHMA need in full despite wide swathes of Oxfordshire being GB and AONB. It is therefore incumbent on Councils to take on each other's' "unmet need" if it would otherwise require GB land to be released. As shown, Oxford's unmet need is very far indeed from being quantified or crystallised, but, if it were, it would be the duty of other Councils to assist Cherwell in meeting its part of that need without releasing GB land, not least by assisting Cherwell to understand how to do so within its own borders. There is no evidence that this has been attempted. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Kidlington Development Watch - Object strongly to the proposal to remove land from the Oxford Green Belt. The Green Belt around Kidlington is mainly pleasant and unspoilt countryside with many well-used footpaths and 'green spaces'. It is much appreciated and enjoyed by large numbers of local residents. Kidlington does not have many green spaces within it, and no park, and the surrounding Green Belt helps to compensate for this. The submission document does not sufficiently take into account the recently adopted Kidlington Masterplan SPD which is written on the basis that the surrounding Green Belt remains fundamentally unchanged. In particular we draw attention to the objective to strengthen Kidlington's distinctive character of a 'village set in the landscape' and the objective to 'protect and enhance Kidlington's landscape and biodiversity assets'. Above all, the Green Belt exists to protect the historic city of Oxford from the effects of over-development as is acknowledged in the adopted Cherwell Local Plan. Government guidance states that Green Belt is a permanent designation and that the existence of Green Belt is a reason not to meet objectively assessed need in full. It also states that unmet housing need is not a reason for building in the Green Belt. Cherwell Council has made no allowance for this in the submission plan. All of the Green Belt around Kidlington contributes to the purposes set out in the NPPF as has been shown in local studies. Government guidance and Cherwell's existing policy to protect the Green Belt should be upheld.

Other comments include:

- Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.
- In light of the Government's consultation on its new approach to housing assessment, Cherwell DC should halt the current process and reassess its figures before continuing. If or when the process does continue, housing development on this scale is not justified on Green

Belt sites around Kidlington, Yarnton and Begbroke and alternative sites in the district should be reassessed.

- A more thorough Green Belt Review is required which should include a full assessment of the sites against the five purposes of the Green Belt. The additional work needs to explore and justify why the Council has chosen to pursue development at these Green Belt sites which will see the coalescence of three existing settlements over other more suitable development options.
- Green Belt should be preserved at all costs.
- Exceptional circumstances have not been demonstrated.
- The Plan should focus on regenerating and recycling of land within Oxford, increasing densities and prioritising affordable housing over employment sites.
- Plan is not consistent with CDC's adopted Local Plan policies.
- Plan will create urban sprawl. One of the purposes of the Green Belt is to prevent urban sprawl.
- Plan is not consistent with NPPF and Government policy.
- Green Belt preserves green spaces that are greatly appreciated and enjoyed by local residents.
- Housing allocations in the Kidlington Gap should be removed.
- Up to date statistics should be used.
- No development unless infrastructure is provided.
- There is unused land in Oxford which could be developed.
- Roads and infrastructure will be overwhelmed.
- Support for the principle of the revision of the Green Belt boundary.
- If PR3d is removed from the Green Belt it could open the door for other development on the Parkway site.
- The amount of Green Belt to be removed in such a small area is disproportionate.
- CDC should restart their Partial Review once Oxford City's housing need has been properly examined and when Cherwell does this it should have due regard for the importance and functions of the Green Belt.
- The alternative County Town strategy should be adopted to disperse both housing and economic growth throughout the county.
- Cherwell need to repackage and represent the need for a strategic review of the Green Belt and also take a comprehensive approach to include University and inward investor needs given that the prospect of a further Green Belt review is unlikely for a generation.

Officer Response

The national importance given to the protection of designated Green Belts and the 'high bar' set for the removal of land from the Green Belt through Local Plan demonstration of 'exceptional circumstances' has necessarily been a fundamental principle of Plan preparation. The 'exceptional circumstances' test is different from the Development Management test of 'very special circumstances' for 'inappropriate' development within the Green Belt.

Officers have reviewed whether its examination of reasonable alternatives remains robust in the light of representations. The view remains that Areas of Search, other than Areas A and B, are

unsuitable for the accommodation of the additional development required to meet Oxford's needs. The Council's approach to assessing exceptional circumstances has also been discussed with its Green Belt consultants in the context of comments made. A re-appraisal of the approach and options is not required. They are of the clear view that the exceptional circumstances set out at paragraph 5.17 of the Proposed Submission Plan are robust

Policy PR4a – Sustainable Transport

Approximately 70 comments were received relating to this policy. These included representations from the following:

Network Rail - Any development which would result in a material increase or significant change in the character of traffic using these rail crossings should be refused unless, in consultation with Network Rail, it can either be demonstrated that the safety will not be compromised, or where safety is compromised serious mitigation measures would be incorporated to prevent any increased safety risk as a requirement of any permission.

Highways England – Transport Modelling - With the enhanced transport improvement package, modelling shows that the links on the A44 corridor appear to be approaching or over-capacity in 2031 for both morning and evening peak hours, while some junctions along these corridors are predicted to be experiencing delay. We understand that two packages of strategic off-site transport improvements were tested. There is a lack of clarity regarding the schemes included within these model runs (including those discussed in the PR such as a new rail station at Yarnton/Kidlington, the conversion of the A34/A44 Peartree Junction to signal controlled, the severing of Sandy Lane, the A40/A44 link road and the mode shift to cycling). Further clarity is sought on details of model infrastructure inputs in this regard. We note that following the implementation of PR development there are predicted to be capacity issues along the A34 and at M40 Junction 9. It is not fully clear whether or how the operation is predicted to worsen when compared to the Do Minimum scenario. It is requested that a more comprehensive set of outputs is provided to enable HE to assess the impact of the PR development on the SRN and to assess whether the proposed transport improvement measures sufficiently mitigate those impacts. Furthermore, we are unaware of any more detailed junction modelling that has been undertaken. It is recommended that junction-specific models are used to assess the operation of the SRN both without development and with development and the proposed infrastructure measures. In connection with this, sensitivity testing should be carried out for scenarios in which the provision of infrastructure that would affect the SRN is/ is not included.

Consider that if 4,400 dwellings are delivered in the plan period (in addition to the developments already committed in the Cherwell Local Plan) then there could be a significant impact on the operation of the SRN and the importance of the accurate assessment of this impact needs to be emphasised. It should be noted that the development sites away from urban centres may not benefit from some of the existing urban sustainable transport options available. It is therefore important that sufficient sustainable transport solutions are provided to/from the development in these areas to ensure the impact of additional traffic on the network is minimised where possible. Welcome the intention to prepare Transport Assessments and Travel Plans to support all development identified to meet Oxford's unmet housing need.

West Oxfordshire DC - Transport and infrastructure are key issues and growth in Cherwell needs to be looked at cumulatively with growth in West Oxfordshire. The two local planning authorities share the A44 corridor, and this together with the A40 feeds into the congested Wolvercote roundabout. Growth in Cherwell and West Oxfordshire may have implications for northern Oxford and for the A34. The impact of the A44 corridor needs to be carefully considered, and it is vital that both districts work together with the County Council to bring forward the proposed A40/A44 link together with improvements to the A44. Consideration should be given to improving rail links by providing a new station at Begbroke. The two Councils should work together on the delivery of their Infrastructure Delivery Plans. Policy PR4a provides an appropriate framework for this to happen. Agree with the expectation that strategic developments will be expected to provide proportionate financial contributions towards necessary infrastructure and services.

Oxford City Council - The strategy seeks to locate development so that it is well connected to Oxford & supports the city's economy (Policy PR4a); & in addition it seeks to offer people convenient affordable & sustainable travel opportunities to the city's places of work, services, & facilities; These guiding principles are all welcomed.

Begbroke PC - Sandy Lane: Vehicles travelling to and from Kidlington and other destinations frequently use this road. Closure will have a major impact on Begbroke, Frieze Way, Langford Lane and the A4260. Oxfordshire County Council wish to divert traffic from the Kidlington, south bound A4260 along A4095 to A44 and continue through Begbroke. The proposed P&R at Campsfield Rd will again cause further traffic problems. This will cause further problems in Begbroke with attempting to cross the A44 and cause even further delays at Wolvercote and Cutteslowe Roundabouts. This does not even account for the 4500 houses. It will cause further problems in Begbroke with attempting to cross the A44 and cause even further delays at Wolvercote and Cutteslowe Roundabouts. This does not even account for the 4500 houses. Traffic problem pictures are shown of Langford Lane with an event held at Blenheim adjacent to proposed P&R and Campsfield Rd, Langford Lane and Parking Places at Oxford Technology Park. Key commuter routes including Sunderland Avenue and Banbury Road more congested

Gosford and Water Eaton PC - North Oxford suffers from "high levels of congestion and delay" and there are Air Quality Management Areas across the whole city as a whole and on a small section of the Bicester Road due to high levels of pollution. The Parish Council considers that 4400 new homes (with 1410 in the Parish) will exacerbate these problems further and is not convinced that the transport measures set out are deliverable and will address these problems. Gosford and Water Eaton is criss-crossed by the main major highways (A34, A44 and A4165) bringing commuters and visitors to the City. Additional houses allocated within the Parish, and at Begbroke, Yarnton, Woodstock and Kidlington as well as further afield at Banbury and Bicester will all generate extra traffic which will be channelled through the Parish. Whilst the Parish welcomes the proposed transport improvements in the Plan it remains unconvinced that sufficient funding exists or can be secured to deliver these improvements. Even with these changes in place the transport pressures in this area will remain. Appendix 4 provides a list of transport infrastructure improvements to support the growth proposed. Noted that whilst many of these are considered "Critical", costs/funding are to be confirmed. It is unclear whether these improvements will indeed secure the necessary funding. In addition, many of these schemes require developer funding for implementation which are clearly yet to be secured. There needs to be a much clearer link between the transport improvements and new

developments. Development should not go ahead until critical infrastructure is in place. Do not consider that Policy PR4 will achieve sustainable development, nor will it be effective in delivering the necessary improvements over the Plan.

Hampton Gay and Poyle PM - Policy PR4a is somewhat bizarre. It is clearly a requirement that the proposed development should require the delivery of affordable and sustainable transportation into Oxford. However, those of us who have lived in villages and towns north of Oxford for tens of years see no evidence yet of any such delivery. Surely it should be incumbent on the Council to demonstrate its ability to provide a better system to fit current needs prior to promising a wonderful and untested and, as yet, unplanned system that will support the requirements after the new houses have been built.

Hanwell PC - A new railway station 'between Kidlington and Begbroke is extremely unlikely to be deliverable. Plans for additional housing in North Oxford/South Kidlington should be put on hold until the Oxford to Cambridge Expressway route is settled, the East West railway is re-opened and the full extent of the expansion of Bicester is agreed, with its possible new transport infrastructure.

Wolvercote Neighbourhood Forum - Existing roads approaching the north of Oxford are already at full capacity in peak periods. Highway improvements to be effective need to be more extensive than we have experienced so far and it is unrealistic to expect that they will be implemented in the necessary time scale in the present economic climate. Even if adequate improvements are planned there will be a mis-match between the speed of development and the rate of their completion. Buses approaching from out of city Park and Ride facilities will be unlikely to cope with all the increased demand resulting from the 4,400 dwellings planned much closer to the city. The developments proposed by Cherwell District Council to the north of the city seem to ignore the fact that the majority of the employment sites are to the south east of the city. It does not make sense to build in these northerly areas, simply encouraging workers to cross the city by car. In addition, the policy does not appear to take account of the likely effect on the roads of building on the Northern Gateway site, with thousands of employees and hundreds of residents. Policy relies heavily on the implementation of the County Transport Plan. If this is not completed on time, the increase in traffic in north Oxford will just lead to even more congestion than already exists. The policy seems to ignore the fact that many people still prefer to drive their cars.

Canal & River Trust - The canal provides a direct link into Oxford. The canal towpath is an important traffic free route for walking / cycling for both leisure and utility walkers and could provide linkages between the urban areas and for access to local facilities such as schools / train stations. The towpath would also aid in providing a safe, convenient and attractive walking and cycling network to promote health and well-being, consistent with the aims of the NPPF. The Trust would note that the towpath width is restricted and there may be structures, pinch points and narrow sections of canal towpath, such as adjacent locks, within the District which may be a challenge in terms of increased usage and integrating with other towpath users, visitor moorings and anglers.

Other comments include:

- References to the Oxford to Cambridge corridor are contradictory. The Plan supports the existing rail link (between Bicester & Oxford) & onwards (to Milton Keynes, Bedford & Cambridge) but also supports the Expressway that would be in direct competition, probably

preventing the completion of the rail link or making it extremely costly in subsidy. This is contrary to the sustainable transport policies.

- If development was concentrated along the two railway lines (e.g. Shipton Quarry), commuters could access the centre of Oxford & towns/cities further afield without using the car.
- The road network is already heavily congested. The problems will be significantly worse with the proposed developments.
- Congestion will increase problems of air pollution.
- To reduce stress, congestion and numerous accidents on the local highway systems, more housing needs to be built closer to where the jobs are so that local residents can feasibly walk, cycle or use buses to get to work.
- The A44 through Woodstock and the A4095 in Bladon are operating at peak levels of around 70 to 75%. Major planned developments will substantially increase local traffic, private and otherwise, and this has not been factored into the overall Plan. Consequently, these local highway systems will not be able to cope with or sustain themselves with the massive combined developments planned in Cherwell and West Oxfordshire.
- Improving bus services to Oxford mainly rely on Oxfordshire CC subsidies which have recently been removed from many routes leading to withdrawal of services. Even if the frequency of buses was improved, the journey time into the city will increase, as there will inevitably be more traffic on the roads. The rapid transport network that is due to be ready by 2035, is a long way from being approved, or funded, let alone built.
- No mention is made of measures to encourage people to refrain from owning cars, such as promoting and providing space for car-sharing clubs.
- The most appropriate means of achieving sustainable transport arrangements has yet to be the subject of detailed study. It may be that when the effects of a proposed development upon the local highway network are assessed it will determine that some of these measures are no longer appropriate, or indeed that other measures should be prioritised.
- The Plan fails to provide adequate infrastructure. There are no costings or new ideas. There is no evidence that these plans are deliverable
- The costs, sources and identification of funding are not shown.
- No up to date evidence of a traffic or planning assessment.
- The Plans for new transport infrastructure deal with the existing needs and do not model the impact of the additional 4,400 houses.
- Plans will cost millions of pounds and are currently unfunded.
- The Rapid Transit System will not serve Begbroke and Yarnton.
- Sandy Lane provides a valuable and well used link between Begbroke, Yarnton and Kidlington. There is no public transport option to link these villages.
- The traffic increase will compromise road safety.
- There is no way that tripling the size of a village will only lead to a 1.2% increase in traffic.
- Expanding cycleways will not be effective.
- It should be made clear that all new developments must provide a number of ULEVs and charging points and car clubs. Parking spaces in residential areas should be limited to ULEVs and visitors
- The Park and Ride is not feasible.

- The relocation of the P&R site from the Airfield to the Begbroke site should be considered.
- The planned new railway station seems to have very restricted access and no parking provision.
- The Plan does not comply with NPPF paragraphs 29 and 30 in terms of delivering sustainable transport and reducing congestion.
- The Transport Assessment is not based on any feasibility study and so is optimistic about what can be achieved.
- The current infrastructure does not support the current traffic requirements encouraging the use of 'rat runs' through all the villages.
- There are no proposals for any form of innovative car free developments.
- The evidence base has failed to sufficiently consider investment in rail/exploitation of existing rail assets despite investment in the East-West rail project. A thorough exploration of the reasonable alternatives is required.
- There has been no analysis to give any confidence that the public transport improvements will meet the extra demand and achieve a significant modal shift away from private transport.
- There is no safe way to cycle to work.
- Bus operators – general support received.
- Development should not go ahead until critical infrastructure is in place.

Officer Response

Whilst the proposals for development within the Plan undoubtedly affect a challenging area of the district in transport terms – the interface with Oxford with main transport corridors (A44/A4260) into the city; connections with the A34 and A40; congestion at the Wolvercote, Cutteslowe and Peartree roundabouts and associated air quality issues – it is the view of officers that they represent the best opportunity for maximising the use of sustainable transport, reducing the reliance on the private car, ensuring high levels of accessibility to Oxford's places of employment, its universities, its services and facilities, and developing communities that are well-connected to Oxford.

Officers with the Council's transport consultant have worked in cooperation with Oxfordshire County Council from early stages of plan preparation through regular liaison meetings, through issue specific meetings at key stages of evidence preparation which resulted on the joint commissioning of transport modelling, understanding of the plan's effect on local and strategic road network, the identification of transport mitigation measures and culminated on the joint sign-off of the Transport Assessment supporting the plan. District and County officers met with Highways England at key stages of transport evidence and plan preparation.

In cooperation with the County Council, development locations were selected based on a 'lowest transport impact' basis, appraised through an iterative stage of model testing.

The County Council's proposals for rapid transit routes and strategic cycleway improvements within the Plan's growth area, its strategy for providing Park and Ride facilities further away from the city to encourage early 'modal shift', and its desire to improve traffic movements along both the A4260 and A44, integrate well with proposals for development immediately to the north of Oxford and along

the A44 and provide clear opportunities. The aspirations of the Kidlington Masterplan SPD to improve sustainable connectivity within the wider Kidlington / Begbroke area are also informative.

Alignment with the Oxford Transport Strategy, contained within the County Council's Local Transport Plan, has been a central theme of the Plan. Highways England's view that if Green Belt development were not to come forward, land allocations elsewhere could potentially have a far more onerous impact on the highway network is illustrative of the appropriateness of the proposed strategy in transport terms, notwithstanding the highway capacity challenges that endure.

The representation from Highways England has been considered by the Council's transport consultant and discussed at a meeting attended by Highways England and the County Council.

Officers from the three authorities discussed the effect of the plan on the M40 J9, A34 and A34 junctions and agreed that the main residual issues are concentrated upon the Peartree interchange which suffers from peak traffic congestion even without growth from the Partial Review.

The Plan's concentrated focus on sustainable travel helps to minimise additional impacts and there is an understanding that implementation would need to include improvements to bus services operating through the Peartree interchange and Loop Farm roundabout. There is agreement with the highway authorities that junction 'microsimulation' work may need to be taken forward once there is greater certainty over the precise nature of development. Through the Growth Board, the Oxfordshire councils have reached an Outline Agreement with Government for an Oxfordshire Growth Deal. Subject to agreement on a required Delivery Plan, it will commit the Government to a 5 year (2018-2023) £215m funding package which includes addressing the transport infrastructure requirements of growth to 2031. This is in the context of the Oxfordshire councils committing to delivering 100,000 homes (2011-2031) in line with the need identified in the SHMA 2014. The Partial Review's sustainable transport mitigation package is included in the emerging Growth Deal under 'North Oxford All Modes Corridor Improvements'.

Officers have updated the Plan's infrastructure schedule attached to the proposed Schedule of Focused Changes and Minor Modifications. Upon approval of the schedule, it would comprise part of the proposed changes to the Plan. The updates take into account additional information provided by the County Council. It is the view of officers that the Plan's proposals represent the most sustainable approach to addressing the local highway issues. There is clear alignment with the County Council's policies and programmes as Local Highway Authority. Strategic highway schemes have been identified in the Oxfordshire Infrastructure Strategy which will ensure countywide coordination and form the basis for funding bids. Officers will continue to work closely with the County Council and Highway England to secure investment for the transport improvements including strategic funding such as from the Growth Deal and Local Growth Fund, funding from developer contributions and from the capital programmes of the relevant authorities.

The Plan, its sustainability and its deliverability do not depend on the provision of a railway halt/station. Land is safeguarded to assist with a longer term aspiration following discussions with the site promoter (site PR8) and initial exploratory discussions with the rail industry.

On more detailed matters, officers from the county and district councils are agreed that the potential closure of Sandy Lane to vehicular traffic would not affect the operation of the Strategic

Road Network, that modelling evidence shows that Langford Lane operates under capacity and could absorb displaced vehicular moments; and, that modelling shows that the A40-A44 link road (highlighted by West Oxfordshire District Council) is not required to deliver the growth in the Partial Review. Officers recommend that its potential closure, aligned with the implementation of rapid transit routes, is retained within the Plan to maximise the potential for the use of sustainable transport, to create a high quality 'green link' between Begbroke/Yarnton and Kidlington, to achieve a high quality of development within site PR8 and to assist Network Rail with the closure of the level crossing for safety reasons.

The potential closure of the Sandy Lane level crossing has been discussed with and welcomed by Network Rail. It has also been agreed to introduce a minor amendment to the Plan requiring consultation with it on the development brief for site PR8 in part to avoid the pedestrian/cycle/wheelchair use of the Yarnton Lane/Green Lane as a preferred route that might lead to more intensive use of the level crossing thereon. It has been agreed that the Plan's proposals do not materially lead to increased vehicular traffic over the crossing. Nevertheless, Network Rail wishes to explore its potential for closure. The closure of both Sandy Lane and Yarnton Lane level crossings would be of significant benefit to Network Rail in terms of health and safety, journey times and rail capacity. Overall, having reviewed all the comments submitted, officers are of the view that a change is not required to plan's strategy for transportation but that the focused changes and minor modifications would improve the final document in light of detailed comments made.

Policy PR4b – Kidlington Centre

Less than 20 comments were made in relation to this policy. These included the following representations:

Kidlington PC - The Policy is confined to addressing transport and movement issues, while the need is for far wider changes to improve the vitality, viability, scale and quality of services in the village centre. The adopted 2016 Kidlington Masterplan deals with these in more detail, but is limited to matching the restrained local growth anticipated in the adopted CDCLP. If substantial new strategic developments are encouraged in the local area, it is essential that the village centre is assisted to both protect its valuable function in the light of competing new destinations, and to genuinely secure enhancements, rather than accept them if they are offered, as the current Policy suggests.

Other comments include:

- Kidlington has a vital and thriving village centre which is important to the identity of the village. It is a crucial feature of the Kidlington Master Plan. This must be supported and protected by CDC over the impact that major new housing areas and competing commercial development will have upon the High Street. Investment will be required and there is no delivery plan specified for feeding into the Kidlington Master Plan, including ways of accessing the amount of investment needed.
- Support in principle for this policy but would point out that the Kidlington Masterplan refers, in relation to the village centre, to more than just transport but also about improving the vitality, scale and quality of services in the village. The Masterplan was written to meet the needs of the village, as it currently exists. If development takes place in Yarnton and

Begbroke then there will be potential competing centres and as there is less proposed development in Kidlington itself it is difficult to see how proposals in the Masterplan will be funded.

- There is no need to strengthen Kidlington centre through transport improvements. Kidlington is served very well by buses which travel into the centre of Oxford, Headington hospitals and Woodstock. This is not an exceptional circumstance for the development of the Green Belt.
- Concerned about the vitality and viability of Kidlington Village Centre if the proposed developments take place, in the proposals there are sites that have been identified for small local centres which will include retail units, cafes/restaurants, community buildings and opportunities for leisure facilities. With the extra retail and café units it will put a strain on existing businesses in the village. Urge Cherwell District Council to carry out a study into the impacts of the proposed developments on the vitality and viability of Kidlington Centre and to ensure that the Kidlington thrives as a village centre once the development is completed.
- It is difficult to see that this policy will achieve any of the positive investment necessary. The Policy is confined to addressing transport and movement issues, while the need will be for far wider changes to improve the vitality, viability, scale and quality of services in the village centre.

Officer Response

These comments have been noted. However, officers consider that this policy is 'sound' and supports the themes and objectives of the adopted Kidlington Masterplan SPD. No changes are proposed.

Policy PR5 – Green Infrastructure

Approximately 20 comments were made in relation to this policy. These included representations from the following:

Historic England – Welcomes the policy.

Hampton Gay and Poyle PM - Policy PR5. The phrase to deliver "a consolidated and integrated approach to green infrastructure" is a wonderful but tenuous ambition. We do not believe that CDC sees this as a key aim and we find it hard to see how it will be achieved under the current proposals

BBOWT - Welcome the inclusion of a Green Infrastructure (GI) policy to compliment the already existing and adopted Green Infrastructure policy ESD17 from the adopted Cherwell LP 2011-2031, Part 1. Concerned about the lack of a county-wide strategy to identify, protect and enhance GI networks and recommend that the Council continues to work in partnership with the other Oxfordshire Councils with a view to develop a GI strategy for Oxfordshire in the future.

Sport England - Sport England welcomes the Council's references throughout the document and policies requiring developers to include open space, outdoor sport and recreation. However, Sport England is concerned that the Council has yet to publish its evidence base in relation to playing fields and outdoor sports provision and built sports facilities.

Oxford City – Welcomes the sensitive consideration of Cutteslowe Park.

Other comments include:

- The loss of countryside and green space will damage or obliterate what are currently rich and diverse wildlife and habitats. This cannot be compensated by 'wildlife corridors' and nature reserves as the Plan proposes.
- No evidence of how net biodiversity gains and GI etc. will be provided and funded.
- Proposed development will destroy or significantly damage the landscape.
- Potential damage to the Oxford Canal Conservation Area and the biodiversity value of the canal corridor.
- Proposals will increase air pollution.
- Heritage assets will be harmed.
- North Oxford Golf Course is a bio-diverse landscape. It is needed for health and wellbeing.
- Housing allocations in the Kidlington Gap should be removed.
- There are limits to the extent to which the development sites are able to deliver GI measures, based on environmental suitability, long term viability and land ownership.
- Unnecessary duplication with the GI requirements within each strategic development policy.
- Policy wording too restrictive.
- Policy should recognise that not all trees on site are suitable for retention.

Officer Response

The comments received have been noted. Support for the policy is welcomed. Officers consider that this policy is 'sound' and no changes are proposed.

Policy PR6a – Land East of Oxford Road

Approximately 180 comments were received in relation to this policy. The vast majority raised objections. These included representations from the following:

Gosford & Water Eaton PC – Allocation should be deleted and the land retained as Green Belt. This development will result in the loss of agricultural land (48Ha) and a highly valued local landscape which is used by local residents for recreation. Adding 650 houses will lead to a substantial reduction in the gap between Oxford and Kidlington and urbanisation of Gosford and Water Eaton. It will have a major impact on transport infrastructure in particular on the already heavily congested Oxford Road. The Parish considers that traffic from this development will increase congestion further. It is not clear how the transport improvements including new bus lane (and/or cycle lane provision) can be implemented without further problems for Oxford Road residents who already suffer from congestion, delay, air pollution and vibration caused by passing lorries/buses. In the Green Belt Study (April 2017) this site was categorised as "High" in terms of harm to the Green Belt from its release for development. The PC concurs with this view and considers that it would significantly erode the gap between Kidlington and Oxford, especially in combination with removal of the Park and Ride site from the Green Belt. This would result in continuous development up to the railway/A34. This will lead towards the coalescence of Gosford/Water Eaton/Kidlington and Oxford. The area has no easily definable boundary to the east which raises further concerns about how development may be contained in the long run. Affordable housing should be available to residents of the Parish.

Kidlington PC - Development of these sites would significantly narrow the important open countryside gap between Oxford and Kidlington, effectively creating the perception that Kidlington was not a separate village community, but a suburb of Oxford. Evidence does not demonstrate that exceptional circumstances exist to justify a release from the Green Belt, where background studies confirm that both sites are of high importance to the integrity and function of the Green Belt. Would aggravate existing local congestion and air quality issues, and adversely impact on movement between Oxford and Kidlington. The open character of the agricultural land east of Oxford Road forms part of the wider landscape which provides an important setting on the approach to Oxford.

Wolvercote Neighbourhood Forum - Development here will result in a high risk of harm to the Green Belt, according to the LUC Cherwell Green Belt Study (April 2017). To prevent the coalescence of Oxford and Kidlington these sites should not be developed. One of the purposes of the Green Belt is to prevent the coalescence of settlements. Development will harm the existing views of open countryside from Cutteslowe Park. There are other possible sites that have not been given sufficient consideration. This plan is also not justified because it is likely to fail to provide for the unmet housing need. The proximity to the station makes it far more likely that unaffordable expensive homes will be built for the benefit of commuters to London. It is unlikely that development would result in a net biodiversity gain (as required under PR6a clause 11) because Green Belt land would be destroyed by development. The policy is not consistent with national Policy, as it proposes to build on Green Belt, when NPPF outlaws the use of such land to meet unmet housing need when this is accurately determined.

Historic England - The site "Land East of Oxford Road" should not be taken forward without an assessment of the significance of St Frideswide Farmhouse, the contribution of its setting to that significance, and the likely impact of proposed development on that significance.

Oxford City Council – Supports this policy. The City Council supports the analysis that the area south of the A34 is perceptually part of the city of Oxford & that the recent developments at Oxford Parkway Station & Water Eaton Park & Ride reinforce this impression. We consider that this area links more clearly & effectively as part of the urban area to the south than to the rural area beyond. In sustainability terms, the area benefits from being adjacent to existing communities, frequent public transport links into the city, local facilities & services provided in Cutteslowe, Summertown & beyond, & proximity to the planned employment opportunities at Northern Gateway. Improving these existing links & facilities to support residents of the new housing is an efficient and effective way to secure their delivery.

CPRE - Government Policy and the Public Interest both require the GB to be permanent unless truly exceptional circumstances necessitate consideration of release. Oxford unmet need is not an exceptional circumstance, firstly because it has not been defined and secondly because there are ample reasonable alternatives to accommodate it. The LUC GB study was conducted on flawed principles and should be given little weight. Cherwell have cited no other exceptional circumstances which hold any water – and their primary arguments – proximity to Oxford – is in fact a key argument for GB retention rather than release. If at some future time an Oxford “unmet need” has been shown to exist and satisfactorily quantified, and if that requires any allocation to Cherwell, there are alternatives available to the District other than releasing GB land and therefore none should be released.

BBOWT - Have some concerns that 40 dwellings/ha might not allow sufficient space for meaningful green infrastructure such as large native street tree planting within the built-up areas.

Begbroke & Yarnton Green Belt Campaign - There is no proper justification for altering the Green Belt boundaries from where they currently stand. Object to the removal of land described as PR6a, PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City.

Kidlington Development Watch - While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha, whereas the allocation is for 66ha, which is over 50% larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential development are significantly too large. Given the desirability of this land to developers, there is a clear risk that permission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell's own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan."

Other comments include:

- Inappropriate development in the Green Belt.
- Site forms a key gap separating Oxford from Kidlington (the Kidlington Gap).
- Site meets all five purposes of the Green Belt.
- Loss of attractive open farmland.
- Will seriously harm the character and setting of St Frideswide Farmhouse.
- Proposals not consistent with NPPF.
- Proposed new Green Belt boundary is not a clear, defensible, permanent boundary.
- Development will lead to urban sprawl.
- Location close to Oxford Parkway will make housing attractive to London commuters.
- Policy needs to acknowledge that connectivity between areas of Oxford is already poor.
- Key worker housing should be required.
- Developers will not deliver 'Key Delivery Requirements'.
- Traffic in North Oxford is already severe.
- Severe pressures on other services including health and education.
- Concern about impact on Cutteslowe Park.
- Loss of wildlife habitats.
- Target density should be increased.
- Cherwell Valley landscape will be compromised.
- Oxford's identity is closely linked to its size and setting in the surrounding landscape.

- Consortium strongly supportive of allocation.
- There is an obvious need for more housing in the area.

Officer Response

The many objections to the development of this site, and the comments on the proposed policy, are noted. Officers remain of the view that the proposed allocation is sustainable and deliverable in view of the evidence. Recommended focused changes include minor changes to the area of land required for primary school use and detailed clarifications and amendments in response to comments received.

Historic England has requested some minor changes to the wording of requirements relating to the historic environment in this and other site policies which are included in the proposed focused changes. It also indicated in its representation that site PR6a should not be taken forward without an assessment of the significance of St. Frideswide Farmhouse, the contribution of its setting to that significance, and the likely impact of proposed development on that significance. However following a visit to the site and further discussion, Historic England confirmed that such an assessment was not required at this stage, but requested minor rewording of point 15.

Policy 6b – Land west of Oxford Road

Over 220 comments were made in relation to this policy. The vast majority raised objections. These included representations from the following:

Gosford & Water Eaton PC - The North Oxford Golf Course comprises: “an important buffer feature on the urban edge, limiting perception of the city, and helps to maintain the gap with Kidlington.” Building 520 houses on this area will significantly reduce the gap between Kidlington and Oxford where it is already at its narrowest. The Golf Course is an extremely important leisure facility which has existed for 110 years. It is highly valued by the local community and well used. Strongly object to it being developed for houses. The Parish questions the viability and practicality of moving the Course given the considerable expense and disruption which will result. Traffic from this development will increase congestion further. It is not clear how the transport improvements including new bus lane can be implemented without further problems for Oxford Road residents who already suffer from congestion, delay, air pollution and vibration caused by passing lorries/buses. In the Green Belt Study (April 2017) this site was categorised as mostly “High” or “Moderate High” in terms of harm to the Green Belt from its release for development. Concur with view and consider that it would significantly erode the gap between Kidlington and Oxford, especially in combination with removal of the Park and Ride site from the Green Belt and also site PR3c. This would result in continuous development up to the railway/A34. This will lead towards the coalescence of Gosford/Water Eaton/Kidlington and Oxford. There is well established tree cover on the site including many TPO trees which could be impacted by this development.

Kidlington PC - This site would perform as urban extensions to Oxford, physically linked to existing communities. Development of these sites would significantly narrow the important open countryside gap between Oxford and Kidlington, effectively creating the perception that Kidlington was not a separate village community, but a suburb of Oxford. The combination of both sites, either side of the Oxford Road, currently provides a valued area of unlit open green space, and a distinct

break in development between the City and surrounding villages, along a major entrance corridor to Oxford. Evidence does not demonstrate that exceptional circumstances exist to justify a release from the Green Belt, where background studies confirm that both sites are of high importance to the integrity and function of the Green Belt. (See 2015 and 2017 Green Belt Studies) Development on either or both sites would aggravate existing local congestion and air quality issues, and adversely impact on movement between Oxford and Kidlington. The landscape of the Golf Course is manmade, but long established, with significant tree belts and groups. It is unlikely to be able to preserve these features unless development is restricted to a low density and larger dwellings. As a result, there would be an inefficient use of an important large area, and potential viability difficulties in accommodating 50% affordable housing. The net benefits do not outweigh the substantial harm to local character. The Golf Course is also a local recreation facility, and KPC consider that its loss is unlikely to be offset by a new Golf Course on a significantly smaller site at Frieze Farm. Development on this site conflicts not only with NPPG Green Belt Policy, but also with paragraph 74 of the NPPG, which seeks to prevent the loss of recreation facilities. Indeed, site owners/promoters have recently made a presentation proposing 600 houses on the Frieze Farm site, and have no apparent intention of creating a new Golf Course.

Wolvercote Neighbourhood Forum - Building on the Green Belt is not sustainable. Development here will result in a high risk of harm to the Green Belt, according to the LUC Cherwell Green Belt Study (April 2017). To prevent the coalescence of Oxford and Kidlington these sites should not be developed. One of the purposes of the Green Belt is to prevent the coalescence of settlements. Development will harm the existing views of open countryside from Cutteslowe Park. If the North Oxford Golf Course is to be relocated it will take some years to develop a similar mature natural environment. In the meantime the proposed relocation will remove a recreational facility also valued for its contribution to biodiversity. There are other possible sites that have not been given sufficient consideration. This plan is also not justified because it is likely to fail to provide for the unmet housing need. The proximity to the station makes it far more likely that unaffordable expensive homes will be built for the benefit of commuters to London. It is unlikely that development would result in a net biodiversity gain (as required under PR6a clause 11) because Green Belt land would be destroyed by development. The policy is not consistent with national policy, as it proposes to build on Green Belt, when NPPF outlaws the use of such land to meet unmet housing need when this is accurately determined.

Oxford City Council – Supports this allocation. The City Council supports the analysis that the area south of the A34 is perceptually part of the city of Oxford & that the recent developments at Oxford Parkway Station & Water Eaton Park & Ride reinforce this impression. We consider that this area links more clearly & effectively as part of the urban area to the south than to the rural area beyond. In sustainability terms, the area benefits from being adjacent to existing communities, frequent public transport links into the city, local facilities & services provided in Cutteslowe, Summertown & beyond, & proximity to the planned employment opportunities at Northern Gateway. Improving these existing links & facilities to support residents of the new housing is an efficient and effective way to secure their delivery. A higher housing density may be more appropriate.

CPRE - Government Policy and the Public Interest both require the GB to be permanent unless truly exceptional circumstances necessitate consideration of release. Oxford unmet need is not an exceptional circumstance, firstly because it has not been defined and secondly because there are

ample reasonable alternatives to accommodate it. The LUC GB study was conducted on flawed principles and should be given little weight. Cherwell have cited no other exceptional circumstances which hold any water – and their primary arguments – proximity to Oxford – is in fact a key argument for GB retention rather than release. If at some future time an Oxford “unmet need” has been shown to exist and satisfactorily quantified, and if that requires any allocation to Cherwell, there are alternatives available to the District other than releasing GB land and therefore none should be released.

Begbroke & Yarnton Green Belt Campaign - There is no proper justification for altering the Green Belt boundaries from where they currently stand. Object to the removal of land described as PR6a, PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City.

Kidlington Development Watch - While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha; whereas the allocation is for 66ha, over 50% larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential development are significantly too large. Given the desirability of this land to developers, there is a clear risk that permission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell’s own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan."

Other comments include:

- Inappropriate development in the Green Belt.
- Site forms a key gap separating Oxford from Kidlington (the Kidlington Gap).
- Kidlington Gap should be protected to prevent urban sprawl and maintain village identities.
- Site meets all five purposes of the Green Belt.
- Proposals will result in the loss of the North Oxford Golf Course which is a valuable recreation facility.
- Will seriously harm the character and setting of St Frideswide Farmhouse.
- Proposals not consistent with NPPF.
- Proposed new Green Belt boundary is not a clear, defensible, permanent boundary.
- Development will lead to urban sprawl.
- Location close to Oxford Parkway will make housing attractive to London commuters.
- Policy needs to acknowledge that connectivity between areas of Oxford is already poor.
- Key worker housing should be required.
- Developers will not deliver ‘Key Delivery Requirements’.

- Traffic in North Oxford is already severe.
- Severe pressures on other services including health and education.
- Proposed relocation of golf course to Frieze farm is unviable.
- Frieze Farm should be developed for housing.
- The Frieze Farm site is too small for a replacement golf course.
- Loss of wildlife habitats.
- Target density should be increased.
- Support for allocation.
- Oxford's identity is closely linked to its size and setting in the surrounding landscape.
- Consortium strongly supportive of allocation.
- There is an obvious need for more housing in the area.

Officer Response

The many objections to the development of this historic recreation facility with its mature landscape are noted. The comments on the proposed policy are acknowledged. During the consultation period, the Leader of the Council, with Council officers, met a group of members of the North Oxford Golf Club to hear their concerns. In the light of evidence, officers remain of the view that the suitability of this site for meeting Oxford's housing needs far outweighs the loss of the golf course and that there remains potential to provide a replacement facility on a comparably sized site at Frieze Farm (Policy PR6c). Recommended focused changes include detailed clarifications and amendments in response to comments received.

The Proposed Submission Plan's reference to a lower density of development on land to the west of Oxford Road reflects its well-treed character. However, in the context of other comments received, it is recommended in the focused changes to remove reference to prescribed densities in all site policies in view of the required development brief process and to avoid misinterpretation in light of the different circumstances for each site.

Policy PR6c – Land at Frieze Farm

Approximately 70 comments were made in relation to this policy. These included representations from the following:

Gosford & Water Eaton PC - the Parish Council is opposed to development on the North Oxford Golf Course and therefore to a replacement course being provided on this site. There is very little detail provided on this proposal which is of major concern. Indeed, the size of the site is not stated and there is no evidence provided to confirm that the site is large enough or suitable for a replacement course. It is not clear how the site would be accessed or what constraints exist to influence any future development brief. Whilst the Parish is opposed to the development of Green Belt, if development does have to go ahead within the Parish then we suggest that further consideration could be given to the suitability of Frieze Farm for housing. The site could link to the North Oxford Gateway and to existing road infrastructure. It could also help support the underused Stratfield Brake recreational facility.

Kidlington PC - Consider that the suggested use of this land as a replacement high quality rural character Golf Course is unrealistic, as the site is too small. It is also a fairly featureless open parcel

of land, where formal golf course development would require years of maturity in planting to deliver a scheme compatible with the open character of the Green Belt. The site remains in the Green Belt, and this is strongly supported. If the site was removed from the Green Belt under pressure from other participants/site owners, once the idea of a new golf course is abandoned, alternative development could follow under the provisions of Policy PR12b. Indeed, site promoters have recently publicised a proposal for a 600 unit housing scheme on the site, and appear to have no interest in providing a new Golf Course. This proposal for a golf course appears to be ill-founded. The location of this site means that it would be a freestanding housing development, integrated with neither Oxford nor Kidlington, and probably of insufficient scale to fund on site community provision. This would be an unsustainable form of development, encouraging travel to essential infrastructure such as schools, contrary to the spatial strategy of the adopted Local Plan. The retention of Green Belt designation is supported.

Historic England - Policy PR6c should include a requirement for the retention of the Grade II listed Frieze Farmhouse and an appropriate sensitive setting in any golf course proposal.

Turnberry on behalf of Exeter College - The allocation of site PR6c for the potential construction of a golf course, should this be required as a result of the development of Land to the West of Oxford Road under Policy PR6b, is not justified by the evidence base and is an inefficient use of a sustainably-located parcel of land, which is well-related to Oxford. The site has the capacity to provide for 800 new homes.

Other comments include:

- The farmland, featureless and surrounded by pylons, is unsuitable for a golf course.
- The current owners of the Frieze Farm have not given their approval to have the club relocated there.
- The relocation is unrealistic and unviable.
- It is not clear how this relocation will be funded.
- The site is too small for a replacement golf course.
- Landowners want to develop the site for housing.
- Support for retention of the site in the Green Belt.
- Proposals will significantly alter the character of the landscape.
- The site should be allocated for housing.

Officer Response

The many objections to the potential development of this site for a replacement golf course are noted including comments that it is not suitable for such a facility, and on the proposed policy. The site is not considered to be the optimum size for the development of a new 18 hole course, nor does it have the advantage of the mature landscape that has been created at the existing north Oxford course. However, at only about 2 hectares smaller than the existing course, and being situated very close to the existing course, the site remains to be regarded as a reasonable option for a replacement golf facility, should this be necessary to meet local needs. Officers have considered the deliverability of the site from a land use perspective and are of the view that the proposed reservation of land remains appropriate. In response to comments made, focused changes are

recommended to Policy PR6c to insert criteria for considering potential applications for planning permission, consistent with the approach taken for other site policies.

Policy PR7a – Land South East of Kidlington

Over 100 comments were made in relation to this policy. The majority raised objections. These included representations from the following:

Gosford & Water Eaton PC - The development of this area will result in the loss of 11 hectares of Green Belt land which forms an important part of the gap between Kidlington and Oxford. Building 230 houses in this location will result in a weakening of this gap. The Parish Council objects to the development of this land. In total 1410 dwellings are proposed in the Parish. 230 of these are on this site. In our view this will add to the existing traffic problems which exist and further add to congestion and delay. There is no scope for extra traffic on Water Eaton Lane and there should be no vehicle access onto it from any development. In the Green Belt Study (April 2017) the majority of this site was categorised as partly “High” and with the remainder as “Moderate” in terms of harm to the Green Belt from its release for development. Development would significantly erode the gap between Kidlington and Oxford, especially in combination with removal of the Park and Ride site from the Green Belt, site PR3c and allocations PR6b and PR6a. This would leave a very small gap comprising the southern part of PR7a between Kidlington and Oxford. This will lead towards the coalescence of Gosford/Water Eaton/Kidlington and Oxford. The overflow gravesite from St Mary’s Church is situated very closely to this site with an area built in for expansion. However, any new development in Kidlington and Gosford & Water Eaton is not included in the current growth plan. Agree that additional space needs to be provided in this area. Suggest additional space should be reserved here, in the form of allotments, to be ready for future need.

Kidlington PC - Considers that development on this site could reasonably be considered as an extension to Kidlington, securing a permanent green boundary. While its removal from the Green Belt is regrettable, if justified as exceptional circumstances by PR1, its release could bring long term benefits, offsetting the loss of Green Belt land with a well-integrated village extension of modest scale, compatible with the character of Kidlington. However, the policy needs to be amended to require the footbridge link as described in P 5.96. This site and others around Kidlington including PR7b (Stratfield Farm) should also be required to contribute to improved access arrangements for Stratfield Brake, which have long been identified as unsatisfactory, necessitating longer journeys along congested roads. A new spur to provide access direct from the roundabout is recommended. Otherwise, there is general support for this allocation.

West Oxfordshire DC – Request a review of the proposed densities and the resulting site capacities of the sites to be released from the GB in order to ensure that efficient use is made of this scarce land resource.

Oxford City Council - Supports the analysis that there is a close relationship between Kidlington & Oxford & that new homes to the south of the town would be well related to Oxford & help provide for the needs of the city. We agree that is possible to develop to the south of the town whilst maintaining an important GB gap between the two settlements & maintaining the character of Kidlington. Delivery of good public transport, cycle & pedestrian links to the transport hubs (and

thereafter on into Oxford) are essential & we welcome the provision for these in the proposed policies.

Begbroke & Yarnton Green Belt Campaign - There is no proper justification for altering the Green Belt boundaries from where they currently stand. Object to the removal of land described as PR6a, PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City.

Kidlington Development Watch - While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha. Whereas the allocation is for 66ha, over 50% larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential development are significantly too large. Given the desirability of this land to developers, there is a clear risk that permission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell's own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan."

Other comments include:

- Proposals not in accordance with the NPPF.
- Exceptional circumstances for development in the Green Belt have not been demonstrated.
- Site contributes to purposes of the Green Belt.
- Given proximity to Oxford Parkway the housing will be attractive to London commuters.
- Housing unlikely to be affordable for local residents.
- Traffic congestion already a problem.
- No scope for extra traffic on Water Eaton Lane.
- Bicester Road already congested.
- Education, health and other facilities already over stretched.
- Damage to countryside, wildlife and biodiversity.
- Problems with surface water run-off and flooding.
- Land is attractive open farmland that separates Water Eaton from Kidlington.
- Over development and over allocation of dwellings in one parish – Gosford and Water Eaton.
- Water Eaton Lane is well used by walkers and cyclists.
- Location of sports facilities next to main roads is unsafe.
- Loss of wildlife.
- Land subject to flooding.
- Problems with air pollution.

- High density housing and noisy sports pitches would be inappropriate near the cemetery.
- The level of affordable housing required is unviable.
- Greater flexibility is required in the policy. Many of the requirements should be removed and addressed through validation requirements and s106 agreements.
- Site is preferable to the North Oxford sites.
- Site could be extended to accommodate more houses.
- Site should be extended to include Gosford Farm.

Officer Response

The objections to the development of this site, and the comments on the proposed policy, are noted. Officers remain of the view that the proposed allocation is sustainable and deliverable in view of the evidence. Recommended focused changes include detailed clarifications and amendments in response to comments received

Policy PR7b – Land at Stratfield Farm

Approximately 70 comments were made in relation to this policy. The majority raised objections. These included representations from the following:

Kidlington PC - Concurs with the Plan on this Policy, and considers that development on this site could reasonably be considered as an extension to Kidlington, securing a permanent green boundary. While its removal from the Green Belt is regrettable and only to be encouraged if exceptional circumstances are demonstrated, its release could bring long term benefits, offsetting the loss of Green Belt land with a well-integrated village extension of modest scale, compatible with the character of Kidlington. This site and others around Kidlington including PR7a (Land south-east of Kidlington) should also be required to contribute to improved access arrangements for Stratfield Brake, which have long been identified as unsatisfactory, necessitating longer journeys along congested roads by local users of the facility. A new spur to provide access direct from the roundabout is recommended. Otherwise, general support for this allocation.

West Oxfordshire DC – Request review of the proposed densities and the resulting site capacities of the sites to be released from the GB in order to ensure that efficient use is made of this scarce land resource.

Oxfordshire County Council – Two vehicular access points are not necessary for a development of this size. Pedestrian access to the adjacent residential area should be secured.

Oxford City Council - Supports the analysis that there is a close relationship between Kidlington & Oxford & that new homes to the south of the town would be well related to Oxford & help provide for the needs of the city. We agree that it is possible to develop to the south of the town whilst maintaining an important GB gap between the two settlements & maintaining the character of Kidlington. Delivery of good public transport, cycle & pedestrian links to the transport hubs (and thereafter on into Oxford) are essential & we welcome the provision for these in the proposed policies.

Begbroke & Yarnton Green Belt Campaign - There is no proper justification for altering the Green Belt boundaries from where they currently stand. Object to the removal of land described as PR6a,

PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City.

Other comments include:

- Loss of Green Belt.
- Exceptional circumstances for development in the Green Belt have not been demonstrated.
- Contrary to NPPF.
- Existing road network already congested.
- Existing local facilities are already overstretched.
- Given proximity to Oxford Parkway the housing will attract London commuters.
- Existing infrastructure and facilities are already overstretched.
- Would destroy an essential wildlife corridor.
- Objection to vehicular access to Croxford Gardens.
- Light pollution.
- Air pollution.
- Impact on precious wildlife habitats and biodiversity.
- Kidlington roundabout grid-locked during rush hour.
- Flooding problems.
- Site more appropriate for additional recreation facilities.
- Site could accommodate up to 175 homes with listed Stratfield Farmhouse developed for retirement living accommodation.
- Support allocation as a modest extension to Kidlington.
- Site should be required to contribute to improved access arrangements for Stratfield Brake.

Officer Response

The objections to the development of this site, and the comments on the proposed policy, are noted. Officers remain of the view that the proposed allocation is sustainable and deliverable in view of the evidence. Recommended focused changes include detailed clarifications and amendments in response to comments received.

Policy PR8- Land East of the A44

Approximately 200 comments were made in relation to this policy. The vast majority raised objections. These included representations from the following:

Begbroke PC – Strong objection. Site will remove approximately 52% of Green Belt in Begbroke and Yarnton. Our residents do not want organisations or other landowners with vested interests to destroy our pleasant environment to satisfy their own interests. Provision of appropriate facilities for outdoor sport is cynically included to build the development case. This is an exception detailed in National Planning Policy. Begbroke -There is a clear boundary already as shown in associated photograph. This proposal takes development up to FP 7.

Yarnton PC - This site is wholly within Oxford GB. Cherwell Local Plan 2011-2031 Policy ESD 14 (p 114) seeks to prevent the coalescence of settlements & has a strong role in preventing coalescence of Yarnton/Begbroke/Kidlington. PR8 has been titled 'Begbroke' despite the bulk of developments

lying in Yarnton parish. Just where the separation of Yarnton and Begbroke would be is not obvious. This despite Partial Review page 118, para 5.110, point 5 stating 'the necessity to retain the separate identities of Yarnton/Begbroke/Kidlington'. PR8 is not consistent with National Policy & thus unsound. Cherwell Local Plan 2011-2031 Policy Villages 1 (p 246) categorises Yarnton & Begbroke as Category A villages. PR8 is in contradiction with Policy Villages 1. The closure of Sandy Lane: OCC recognises this as an alternative route to A44 & A4260. It is important enough to be salted in winter. It is a vital link between Kidlington/Yarnton. No provision for an alternative, thus it is not justified and unsound.

Kidlington PC - This huge development proposed will have a major adverse impact on the separate identity of Kidlington, which has led the approach in the development of the Adopted Kidlington Masterplan and is confirmed as important in the adopted Cherwell Local Plan. Cherwell Local Plan 2011-2031 Policy ESD 14 aims to prevent the coalescence of settlements and has a strong role in preventing the coalescence of Yarnton, Begbroke and Kidlington. It will also eradicate the open landscape character of the setting of both Begbroke and Kidlington, and reduce to a meaningless scale the Green Belt in this area. The parcels of land to be developed include land which is rated as of high importance in the Green Belt Studies, where in principle new development is unacceptable. The minimal separation distance between Kidlington and the expanded Begbroke will not prevent intervisibility and a perception of coalescence, contrary to the clear objectives of the adopted CDCLP. There is substantial concern that the development would neither be well integrated with Kidlington, or constitute a genuinely free standing village, due to proximity and intervisibility. The proposed scheme is of a scale which warrants its own new centre, but is so proximate to Kidlington Village Centre that it will also act as a competitor in providing local services, and thus undermine the published commitment to investment in this established centre. This matter does not appear to have been considered in developing the strategy. CDC is asked to undertake an urgent assessment of the impact of this substantial allocation on the vitality and viability of, and improvement strategy for, Kidlington Village Centre. A Policy should be developed which promotes and secures investment in the Village Centre if the scheme goes ahead, and this needs to be reflected in the Key Requirements list in the Policy. KPC has concerns about the proposed closure of Sandy Lane. This currently provides a much valued westward link from Kidlington to Begbroke, linking the communities. It is appreciated that if kept open it could provide an undesirable rat-run for traffic from the new development, adding to traffic congestion in Kidlington, but it currently enables Begbroke residents to make use of the Village Centre amenities, and thus support the well-being of the village. A more detailed assessment of the benefits and problems of the proposed closure is required, and mitigation measures developed and required as part of the implementation strategy. If adopted, the Policy should be extended to require substantial investment in offsite transport infrastructure, by reference to Policy PR4a. Without this, it is unlikely to be sustainable and will add to local congestion. Strongly object to PR8 allocation.

West Oxfordshire DC - Exceptional circumstances have been demonstrated to justify the release of sites from the GB, including sites for housing to help meet Oxford City's unmet housing need. It is clear from the evidence base for Cherwell's proposed submission plan and from the Oxfordshire Growth Board evidence base that the release of sites from the GB is necessary to deliver the scale of housing required in a sustainable manner. However, there is a need to make efficient use of land released from the GB for housing purposes. Some of the proposed densities on sites released from the GB do not appear to make efficient use of this land despite their close proximity to Oxford and to

sustainable transport infrastructure and services. By increasing the density on some of the GB sites and by developing the site covered by Policy PR3a Cherwell DC would achieve their target of meeting Oxford City's unmet housing need without requiring development at Woodstock South East (Policy PR10).

Oxfordshire County Council - To provide sufficient benefits to support a business case and be sufficiently attractive to users, the train service will need to operate at least every half hour throughout the day, and have the potential to connect to destinations other than central Oxford, for example the proposed Cowley Branch line. A frequent shuttle service between Begbroke and Oxford is likely to have a bigger impact upon services to and from the North Cotswolds Line than on other lines. Further work will be required to identify how a station would be served, and to evaluate both the operational and commercial viability of a train service. Importantly it needs to prove that there will be no detrimental impact on the wider rail network, and that it is subsidy neutral (i.e. that it will generate enough revenue to offset the cost of providing the service and the station). A station needs to be easy to reach from within the development site and surrounding area. It should have the following minimum facilities: a platform of sufficient length for the longest train likely to use the station, a small building (with ticket machines, toilets, retail outlet/waiting area and a staff office), bus stop, secure cycle storage, pedestrian footways, drop-off area, taxi rank and a car park with around 100 spaces, including provision for disabled parking.

Level Crossings - Development on land east of the A44 (Policy PR8) will have a substantial effect on the risk at Sandy Lane level crossing, which is already recognised as an incident 'hotspot'. An increase in usage of the level crossing will have safety implications and, in the interest of public safety, the level crossing should be stopped up prior to development commencing.

Natural England - Note that the policy requires investigation at the planning application stage of any above or below ground hydrological connectivity between the Rowel Brook and Rushy Meadows SSSI. Further information regarding potential hydrological impacts on Rushy Meadows SSSI is needed to inform the selection of this site allocation. Without this information the plan is unsound with regards to this allocation; evidence that the quantum of development allocated can take place here without a significant impact on the SSSI is needed in order to demonstrate that development in this location is justified.

BBOWT - This large allocation adjoins a number of nature conservation designations including Rushy Meadows SSSI (Site of Special Scientific Interest) and the Conservation Target Area along the Oxford Canal. Welcome the provision and aspiration for a Local Nature Reserve (LNR) to mitigate adverse impacts on Rushy Meadows SSSI. The LNR has the potential to deliver ecological benefits but it is one of two main recreational open spaces in the development and will therefore be subject to a lot of recreational pressure. Much will depend on the design and management of this site but we remain concerned that the area might not be able to fully mitigate indirect impacts on the SSSI. It will be important that the development provides sufficient attractive open space and footpaths for informal recreation (including dog walking) in addition to nature conservation areas to limit the pressure on valuable habitats. Also feel that development densities of 45 dwellings per hectare are likely to offer limited opportunities for Green Infrastructure within the built-up areas.

Begbroke & Yarnton Green Belt Campaign - There is no proper justification for altering the Green Belt boundaries from where they currently stand. On a local level, they particularly object to the

removal of the land described as PR8 and PR9 from the Green Belt due to the significant detrimental impact of that removal on the villages and villagers of Begbroke and Yarnton.

Kidlington Development Watch - While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha; whereas the allocation is for 66ha, which is over 50% larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential development are significantly too large. Given the desirability of this land to developers, there is a clear risk that permission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell's own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan."

Other comments include:

- Loss of Green Belt.
- Exceptional circumstances have not been demonstrated for development in the Green Belt.
- Not consistent with NPPF.
- Increased traffic congestion.
- Crossing A44 is already challenging.
- Strong objection to closure of Sandy Lane.
- Pinch points along A44 make it impossible to create a dedicated bus lane to Peartree Roundabout.
- A44 will not cope with increased traffic.
- Cycling will become more dangerous.
- Yarnton Lane should be upgraded as a pedestrian/cycle route.
- There are problems of flooding in the area.
- Will lead to the coalescence of Yarnton, Begbroke and Kidlington.
- Will be urban sprawl.
- Will destroy way of life.
- Developments will more than double the sizes of both Yarnton and Begbroke.
- Begbroke, Yarnton and Kidlington will become a big suburb of Oxford.
- Increases in pollution.
- Infrastructure will not cope with more population.
- Adverse impacts on heritage assets.
- 'Affordable housing' will not be truly affordable.
- Councils lack power to commit developers to the level of affordable housing that is needed.

- Plan is biased towards Oxford University who stand to make significant financial gains, with no regard for the local community.
- Ignores local historic parish boundaries.
- Consideration of education facilities should be independent of Oxford University.
- Contrary to adopted Cherwell Local Plan Part 1 which categorises Yarnton and Begbroke as category A villages.
- Scale of housing proposed is both excessive and disproportionate to the current environment.
- Growth should be evenly distributed across the District.
- The Kidlington Masterplan SPD seeks to strengthen the separate identity of Kidlington.
- Destruction of landscape.
- Existing services and facilities will not be able to cope with extra population.
- Landfill site should be deleted from the allocation.
- The infrastructure plans are an afterthought.
- Need to protect the green corridor of the Rowel Brook and ancient green Begbroke Lane and Rushy Meadows SSSI.
- No development should proceed until appropriate transport infrastructure has been costed, funded and firmly programmed.

Officer Response

The many objections to the development of this site, and the comments on the proposed policy, are noted. Officers remain of the view that the proposed allocation is sustainable and deliverable in view of the evidence. Recommended changes include clarification on required provision for education, and, in response to comments from Natural England, that the Biodiversity Impact Assessment required by Policy PR8 be informed by a hydrogeological risk assessment to ensure the protection of Rushy Meadows Site of Special Scientific Interest (SSSI).

Proposed Policy PR8 contained a requirement for a Biodiversity Impact Assessment supporting a planning application to include investigation of any above or below ground hydrological connectivity between Rowel Brook and Rushy Meadows SSSI. However, Natural England's representation advised that further information regarding potential hydrological impacts on the SSSI was needed at this stage to ensure that the quantum of development allocated was deliverable without a significant impact.

A Hydrological and Hydrogeological Study (evidence doc. PR80) was therefore commissioned by officers which concluded:

“Although a potential hydrogeological connection via superficial sands and gravels is assumed to be present between Rushy Meadows SSSI and the proposed PR8 development land to the south, significant hydrological and hydrogeological linkages were not identified. As a consequence, adverse impacts to Rushy Meadows SSSI as a consequence of the proposed development are considered Negligible.”

The study indicates that whilst it is possible that groundwater abstraction could lower groundwater levels within the SSSI, the extent of the impact would be dependent upon the nature of the

abstraction or dewatering activity. The consideration of mitigation measures to control dewatering operations during construction was therefore recommended. Although this would be determined through the planning application process, a proposed focused change clarifies the supporting information required

Other detailed clarifications and amendments are also recommended for Policy PR8 in response to comments received.

Policy PR9 – Land West of Yarnton

Approximately 120 comments were made in relation to this policy. The majority raised objections. These included representations from the following:

Begbroke PC – Site PR9 will remove approximately 16% of the Green Belt in the parish. Our residents do not want organisations or other landowners with vested interests to destroy our pleasant environment to satisfy their own interests. It will have a devastating effect on the Green Belt.

Yarnton PC - Land West of A44 (Yarnton) lies wholly within Oxford GB. Cherwell Local Plan 2011-2031 Policy ESD 14 seeks to safeguard the countryside from encroachment. Policy ESD 13 seeks to secure the enhancement of the character & appearance of the landscape particularly in urban fringe locations. Policy PR 9 is not consistent with National policy and thus is UNSOUND. Policy Villages 1 categorises Yarnton as a Category A village. This is only minor development, infilling or conversion is allowable in or alongside this settlement. PR9 is in complete contradiction with this policy and the plan is inconsistent & thus is unsound. The separation of PR8 & PR9 is the width of the A44, hardly the separation of settlements required by the LP, Policy ESD14 which seeks to separate Yarnton/Begbroke identities. PR9 is not consistent with national policy & thus is unsound.

West Oxfordshire DC - Exceptional circumstances have been demonstrated to justify the release of sites from the GB, including sites for housing to help meet Oxford City's unmet housing need. It is clear from the evidence base for Cherwell's proposed submission plan and from the Oxfordshire Growth Board evidence base that the release of sites from the GB is necessary to deliver the scale of housing required in a sustainable manner. However, there is a need to make efficient use of land released from the GB for housing purposes. Some of the proposed densities on sites released from the GB do not appear to make efficient use of this land despite their close proximity to Oxford and to sustainable transport infrastructure and services. By increasing the density on some of the GB sites and by developing the site covered by Policy PR3a Cherwell DC would achieve their target of meeting Oxford City's unmet housing need without requiring development at Woodstock South East (Policy PR10).

Oxford City Council - Supports the allocation of sites at Begbroke, Yarnton & Woodstock. Our comments on the details of these policies are more brief as the physical links with the city are more limited (although the economic links with Begbroke & the University of Oxford as part of the 'Knowledge Spine' are clear and strong), however we welcome the delivery of sustainable transport links into neighbouring communities & onwards into Oxford to provide access to employment, services & facilities.

BBOWT - This site allocation adjoins Begbroke Wood Ancient Woodland and LWS. Pleased to see that the allocation seeks a considerable buffer to the Ancient Woodland as well as large areas of

public access land, which we assume will be used for informal recreation. Adverse impacts on Begbroke Wood might potentially occur but will depend on the design and management of the woodland and open access land. Welcome these proposals but thoughts should be given whether the open access land (or parts of it) could also be improved for biodiversity.

Begbroke & Yarnton Green Belt Campaign - There is no proper justification for altering the Green Belt boundaries from where they currently stand. On a local level, they particularly object to the removal of the land described as PR8 and PR9 from the Green Belt due to the significant detrimental impact of that removal on the villages and villagers of Begbroke and Yarnton.

Other comments include:

- Loss of Green Belt.
- Exceptional circumstances have not been demonstrated for development in the Green Belt.
- Not consistent with NPPF.
- Increased traffic congestion.
- Crossing A44 is already challenging.
- Strong objection to closure of Sandy Lane.
- Pinch points along A44 make it impossible to create a dedicated bus lane to Peartree Roundabout.
- A44 will not cope with increased traffic.
- Rutten Lane is already a well-used cut through from Cassington Road to the A44 resulting in road safety problems.
- Cycling will become more dangerous.
- There are problems of flooding in the area.
- Will lead to the coalescence of Yarnton, Begbroke and Kidlington.
- Will be urban sprawl.
- Will be ribbon development along A44.
- Will destroy way of life.
- Developments will more than double the sizes of both Yarnton and Begbroke.
- Begbroke, Yarnton and Kidlington will become a big suburb of Oxford.
- Increases in pollution.
- Infrastructure will not cope with more population.
- Adverse impacts on heritage assets.
- 'Affordable housing' will not be truly affordable
- The proposed expansion to William Fletcher School pays no regard to present parking or additional traffic flow this will create.
- The proposed release of GB for William Fletcher Primary School is problematic and fails to give consideration to the practicalities of school expansion on the existing site or to the safety of the children.
- Contrary to policies in the adopted Cherwell Local Plan.
- Development will bring no benefits to Yarnton.
- Area rich in wildlife.
- Will overwhelm local sewerage system.

- Developable area should be increased to take account of the need for connecting infrastructure and mitigation requirements.

Officer Response

The many objections to the development of this site, and the comments on the proposed policy, are noted. Officers remain of the view that the proposed allocation is sustainable and deliverable in view of the evidence. However, it is recommended that the total number of homes proposed is reduced from 530 homes to 440 homes to improve the deliverability of the site and achieve a high quality of design in the context of a representation from the site promoter. Other recommended focused changes include detailed clarifications and amendments in response to comments received.

Policy PR10 – Land South East of Woodstock

Approximately 40 comments were made on this policy. The majority raised objections. These included representations from the following:

Historic England - The site "Land South East of Woodstock" contains the "Blenheim Villa", a scheduled monument comprising a Roman villa and associated field system 200m north east of Little Cote. This site should not be allocated for development until an archaeological assessment has been undertaken and ascertained the extent and significance of archaeological remains on the site as a whole, thus identifying if development is acceptable on this site and, if so, over what area.

Welcomes the reference to the Blenheim Palace World Heritage Site and Grade I Registered Park in paragraph 5.129, its Outstanding Universal Value in paragraph 134 and the Blenheim Villa Scheduled Monument in paragraphs 134 and 135, as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework.

West Oxfordshire DC - Concern over the impact of the proposed Woodstock urban extension, including the potential adverse effects on the settings of important heritage assets. It is not clear that Cherwell have appropriately considered the cumulative impact of the proposed urban extension in combination with the proposals in the proposed West Oxfordshire Local Plan. The proposed West Oxfordshire Local Plan proposes 670 new homes on urban extension to Woodstock, including 300 homes to the immediate west of the Cherwell site which now have planning approval subject to a Section 106 agreement. The cumulative effects that need to be considered include the impact on the setting of the Blenheim Palace World Heritage Site. A key issue to consider is the harm that the Cherwell proposal might cause in combination with the adjoining development in West Oxfordshire. Cherwell have not considered that already there is a woeful lack of parking available in Woodstock and there is a real fear that development of this site would create a satellite village whereby shoppers would use the private car to commute to and from Kidlington. Another important issue is the impact of the proposal on this setting of the Blenheim Villa Scheduled Ancient Monument which is within the site itself. The proposed allocation is considered to cause harm to the settings of important heritage assets, it would also impact on the landscape and setting of Woodstock as a result of an incongruous urban extension which is poorly related to the characteristics of the location. The benefits of the proposed allocation do not outweigh these harms, given that there is

scope to deliver housing to contribute towards Oxford's needs in alternative ways, such as through a modest increase in density on sites released from the GB, or by the development of the site Policy PR3a, which is to be removed from the GB but is not proposed for housing development in the proposed submission plan. More efficient use of the GB sites could deliver at least 410 additional homes and therefore eliminate the need for the proposed Woodstock urban extension; as such the proposed allocation is contrary to the NPPF.

Woodstock Town Council - Woodstock is a small market town to the north-west of the city of Oxford. The current settlement has c 1500 houses and c 3000 residents. Housing allocation plans published by Cherwell and West Oxfordshire District Councils would add a further 1080 houses on the south-east, east and northern edges of the town, all on prominent gateway sites into the existing urban core. Such a dramatic increase would inevitably have a substantial impact on the historic town in many ways, such as traffic, infrastructure and services. This report addresses issues specifically relating to the site's rich cultural heritage. It contends that the proposed developments either will cause or have the potential to cause moderate impacts individually on the town and its heritage assets. In a few cases impacts are likely to be moderate to high. The cumulative impact of all four developments (or combinations of them) would be moderate to high. This amounts to substantial harm as defined in the NPPF (paragraphs 132-3). The public benefits (including the conservation benefit claimed for the Blenheim Park Estate) do not outweigh the cumulative harmful impacts.

Oxford City Council - Supports the allocation of sites at Begbroke, Yarnton & Woodstock. Our comments on the details of these policies are more brief as the physical links with the city are more limited (although the economic links with Begbroke & the University of Oxford as part of the 'Knowledge Spine' are clear and strong), however we welcome the delivery of sustainable transport links into neighbouring communities & onwards into Oxford to provide access to employment, services & facilities

Bladon PC - The residents of the Parish of Bladon are concerned with the traffic volumes impact on Bladon. 1. Volume of traffic on A44 and Bladon roundabout. 2. Volume of traffic passing through village via A4095. 3. Pollution caused by increased volume of traffic. 4. Effect of traffic on the World Heritage site of Blenheim.

Begbroke & Yarnton Green Belt Campaign - There is no proper justification for altering the Green Belt boundaries from where they currently stand. They also object to the removal of the land described as PR10, a green field site due to the impact its development will have on the adjacent A44 corridor.

Kidlington Development Watch - While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha; whereas the allocation is for 66ha which is over 50% larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential

development are significantly too large. Given the desirability of this land to developers, there is a clear risk that permission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell's own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan.

Woodstock Action Group - The proposed housing on the A4095 border of Woodstock will put further strain upon the town's infrastructure, services and commercial centre. It will adversely affect the approach to the Blenheim Palace World Heritage Site and the local rural environment. Woodstock needs to be protected from such inopportune and damaging development. Other than a couple of the hundreds of policy statements, viz., the plan will "seek to: contribute to improving health and well-being and conserve and enhance the natural environment." There is no mention or consideration of how the plan will cope with the additional noxious nitrogen oxide gases from the up to 6000 or more private cars owned by the 7,400 prospective residents living in the SE area of Woodstock and those in nearby Cherwell District. Public Health England has stated that 5.3% i.e., 276 deaths a year of adults 25 years and older are attributable to air pollution and others suffer with long term conditions such as lung diseases, asthma, cancer and birth defects. The Government has stated that deaths related to air pollution are the second biggest health threat after smoking. And yet, not a mention of this threat is in Cherwell's plans. WSP/Parsons Brinkerhoff compiled a 75-page air quality assessment (AQA) for the development of the 300 houses in the SE quadrant of Woodstock during the 7 year duration of the construction phase as well as the post construction phase on the potential effects of Nitrogen dioxide (No2) and Particulate matter 10 and 2.5 on the prospective affected residents that will occur because of increased volumes of traffic generated by the development. The report concludes that the effects of these concentrations of noxious and deadly gases on those affected, "would be negligible. Not at all convinced that this will be the case as even the authors of this AQA have said, Changes in local traffic volumes and characteristics resulting from the Proposed Development may also have an impact on local air quality". They also state that "road traffic is a major source of the pollutants, NO2 (Nitrogen Oxide), Particulate Matter 10 and 2.5 and the dominant source in many urban areas." This AQA only pertained to the Woodstock East Development of 300 houses Cherwell's plan of 410 at PR 10 will more than double air pollution in the SE quadrant of Woodstock and the nearby area in Cherwell. This has the makings of a worrying cocktail of cumulative and degenerative air quality affecting both human and wildlife receptors. This plan will see more and more development and traffic on a geographic corridor from Oxford along the A44 via villages Yarnton and Begbroke culminating at Woodstock. The GB, once bitten will eventually be swallowed whole. Oxford will expand north to incorporate these villages and become the Greater Oxford Corporation thus making Woodstock and Kidlington suburbs of Oxford and adversely affecting about 18,000- 20,000 residents in these villages and aggravating already congested roads e.g., A4260, A34, A4095 and the A44. Woodstock is only 7km from N. Oxford. The leader of Cherwell Council has said, "... growth must insure that people have convenient, affordable and sustainable travel opportunities to the city's (Oxford) places of work..." We do not see this being the case because of widespread, unabated housing growth in Cherwell and Oxfordshire which is leading to increased levels of inconvenient and unsustainable traffic congestion, gridlock and driver exasperation and anger. It is recognized that change is inevitable but the pace at which it happens is not. We recognize the need for increased housing but not of the magnitude of

4,400 houses, 410 of which are planned just across the A4095 border of Woodstock in Cherwell next to an area, which already has planning permission for 300 houses and possibly more. There are some 1,150 homes in the Shipton Road quadrant which includes Banbury and Hensington Roads and Marlborough Place I & II off Shipton Road plus others. This development will concentrate 1,860 (1,150 + 410 + 300) houses and between 2,500 to 3,000 private and other vehicles in the SE Woodstock quadrant. Many of these residents are those who are most likely to exit onto the A4095 via Shipton Road plus those from the planned Woodstock East development of 300 houses and their counterparts across the border from The Straight Mile. The A4095 is the main artery through Bladon to Witney and beyond and is already congested daily. Traffic on our local highway system; A34, A4095, A44 is now so bad that one does not need to leave one's home to be threatened with injury or worse. Between 1981 and 2011, the numbers of households in the Cherwell District increased by 55% while the number of cars owned by residents increased by 126%. The number of cars per household increased from 0.98 in 1981 to 1.42 in 2011. This was well above the national average of 1.16 cars per household. Using the projected figures of 4,400 houses plus the 60,000 in situ, i.e., 64,400 households, we estimate an increase of 85% of households having one or more cars.

Other comments include:

- Proposed housing on A4095 will put further strain on Woodstock's infrastructure, services and commercial centre.
- Adverse effect on Blenheim Palace WHS.
- Adverse effect on local rural environment.
- Air pollution problems.
- Kidlington and Woodstock will become suburbs of Oxford.
- No coordination with WODC who are also proposing development in their local plan.
- Will dilute historic character of Woodstock.
- Inadequate services and facilities.
- 50% affordable housing will not be achieved.
- Wholehearted support as it provides much needed housing for Woodstock.
- Policy as drafted would restrict the development potential of the site.

Officer Response

The many objections to the development of this site, and the comments on the proposed policy, are noted. Officers remain of the view that the proposed allocation is sustainable and deliverable in view of the evidence.

Historic England's representation on Policy PR10 indicated that the site should not be allocated for development until an archaeological assessment had been undertaken and ascertained the extent and significance of archaeological remains on the site as a whole, to identify if development is acceptable on the site, and if so over what area. Following further discussion, Historic England was provided with archaeological assessment information submitted as part of the previous planning application on the site (14/02004/OUT). On examination, Historic England confirmed that further archaeological assessment was not required in respect of the majority of the allocation site, but that having regard to the information contained in the assessment, it could not support the allocation in

its current form as the area proposed for housing covers part of the areas of archaeological potential. It advised that:

“Any allocation or proposed development should accurately draw on the information gathered already, and as far as possible avoid areas of intensive archaeology shown on the geophysics and other survey reports...”, and

“We recommend that development is withdrawn from areas of known archaeological potential, particularly those of higher potential, and that these areas are included in green space proposals for any allocation or development...”

“We welcome the allocation of the areas to the south and east of the villa as green space, as this reflects comments provided previously ... in terms of preserving the setting of the villa. We note, however, that the Villa area is allocated as retained agricultural land and so would be vulnerable to on-going ploughing and arable planting. To ensure the on-going preservation of the Villa site and associated higher potential deposits, it would be best preserved under controlled grazing or public open space, than under arable.”

The proposed distribution of uses within site PR10 has been amended in response to Historic England’s advice to address these concerns. The Policies Map now indicates archaeological constraint areas and a reconfigured residential development area, and has removed the reference to land retained in agricultural use.

The archaeological survey information submitted as part of the outline planning application did not cover that part of site PR10 allocated for primary school use. It is not yet certain whether this land will be required for a school, playing fields or other outdoor sports provision but following further consultation with Historic England, it indicated that in view of archaeological interest to the south in association with the Scheduled Ancient Monument, a desk based Heritage Impact Assessment and Geophysical survey should be undertaken on the site. This work has commenced but in view of associated timescales Historic England has agreed to some additional wording in the plan to ensure that development on that part of the site will be informed by the outcome of the HIA. It is considered that the proposed reconfiguration of the layout, together with other focused changes requested to policy requirements, have addressed the concerns raised by Historic England.

However, the reconfiguration of the proposed residential area meant that officers needed to review the precise number of dwellings that could be provided on the site. This suggested approximately 489 dwellings. This has been rounded to 500 homes for the purpose of what is a strategic housing allocation and which offsets the reduction in the number of homes (90) planned for land to the west of Yarnton.

Other recommended changes include detailed clarifications and amendments in response to comments received. It is also recommended that the policy makes clear that the development of land for either school or sports pitch use to the north of Shipton Road will be subject to the consideration of a Heritage Impact Assessment in consultation with Historic England-

PR11: Infrastructure Delivery

Over 750 comments were made on this policy. The vast majority raised objections. These included representations from the following:

Gosford & Water Eaton PC - Very concerned about the implications of this development on existing infrastructure. On the basis of current evidence do not believe that infrastructure can be delivered to support this scale of development without adverse effects on both existing and new residents. Opposed to the proposed allocation of 1410 dwellings within the Parish, in part due to the impact on infrastructure.

Begbroke PC - Infrastructure Costs -These will be enormous and there is no plan where this funding will come from. It is doubtful if section 106 monies will suffice.

Yarnton PC - Bus lane improvement along A44 Begbroke to Loop Farm. The proposal is physically & financially impossible owing to the restrictive widths of railway & canal bridge crossings and the underpasses at Peartree Interchange. Further restricted by PR11a (p 167) cycle & pedestrian improvements along A44 between Bladon & Peartree roundabouts. This is a pipe dream & can't be used to justify large scale development adjacent to the A44 at Yarnton/Begbroke. The infrastructure proposals are not justified, not effective & is unsound.

Kidlington PC - An Infrastructure Delivery Plan, rather than a wish-list as in Appendix 4, is essential in order to deliver sustainable development. Policy PR1 should include an additional requirement that all new allocated development makes adequate provision for all relevant infrastructure, unless other arrangements have been secured. Development should not proceed in advance of certainty about the delivery of off-site infrastructure.

Bladon PC - The residents of the Parish of Bladon are concerned with the traffic volumes impact on Bladon. 1. Volume of traffic on A44 and Bladon roundabout. 2. Volume of traffic passing through village via A4095. 3. Pollution caused by increased volume of traffic. 4. Effect of traffic on the World Heritage site of Blenheim.

Oxford City Council - Supports the approach in the Partial Review of progressing each of the proposed site allocations through a development brief. It is the appropriate way to consider the site specific details & infrastructure needs of each proposed allocation in a timely manner. Welcome the opportunity to be involved in the production of the development briefs especially where there are cross-boundary issues to be considered. Acknowledge the on-going partnership work through the Oxfordshire Growth Board & in particular the Oxfordshire Infrastructure Strategy. This is a useful forum for the consideration of the cumulative impacts of planned growth & also cross boundary infrastructure issues. Keen to continue the constructive partnership working & on-going dialogue with Cherwell & to assist in securing prompt delivery of these much needed homes.

Kidlington Development Watch – The policy only sets out “an approach”. It is not therefore a policy and is simply wishful thinking. In the associated infrastructure schedule (Appendix 4) the column for costs contains the letters TBC in every case. In most cases the column for source of funding also contains these letters and in the small minority of cases where a source is identified it is most often “private developers”. This lack of information means that it is impossible to have any confidence that the identified infrastructure needs can be provided. No projects are identified to improve the

already congested highway network for private vehicles and no indication of how the network will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan appears to deny people the opportunity to use their cars and relies wholly on people using public transport, cycling and walking. Consider that some of the infrastructure required to support the proposed level of growth together with the growth elsewhere around Oxford would in itself be harmful to the environment which is a further reason why the proposed growth is not sustainable.

Other comments include:

- No costs are shown in the schedule.
- In most cases no source of funding is identified.
- There is no indication of how the already congested highway network will cope with the additional vehicles from those houses and the other developments planned for the wider area.
- New houses on this scale with no real infrastructure improvement are not viable.
- Kidlington and Yarnton will be gridlocked, sacrificing air pollution.
- The assumption that developers will pay for much of the necessary infrastructure and produce record amounts of 'affordable' housing will produce minimal infrastructure and not guarantee that the existing level of educational, health and social services will be maintained, let alone enhanced.
- Wishful thinking.
- Developers will not provide the infrastructure required.
- Underfunded public services (schools and medical services) will deteriorate further.
- Relying on improved public transport, cycling and walking is not realistic.
- Growth should not be approved until infrastructure can be provided.
- There are no effective measures to deal with air pollution.
- Policy as worded is largely meaningless.
- The existing infrastructure already needs substantial investment to address demand.
- There are massive funding shortages and that all attempts to joint fund transport infrastructure improvements have been unsuccessful.
- Consortium welcomes the joined-up and comprehensive approach to the identification and delivery of essential infrastructure to support the development of the sites allocated in the A44 Corridor. This also reflects the recommendations of the National Infrastructure Commission's interim findings. In relation to element 3 of the policy however there must be acknowledgement that financial contributions to the delivery of these infrastructure items must be the subject to an upper limit that, if necessary, can be determined by a viability appraisal.
- Council does not comment on how developer contributions will be secured on sites where there are multiple landownerships.
- Where a developer has provided for infrastructure at the outset, then there should be a recognition in the policy that any 'abnormal costs' associated with this provision can be credited against future planning obligations for the site.
- It is essential that the developer contributions to infrastructure requirements are based on an equitable equalisation or other mechanism.

Officer Response

These comments have been noted. The Infrastructure Schedule supporting the plan has been updated following the receipt of additional information and discussion with service planners / providers such as the County Council (including on education matters), the Oxfordshire Clinical Commissioning Group (with local GP Practice Managers) and the Council's own community/recreation services. A Developer Contributions Supplementary Planning Document will assist in the delivery of required infrastructure. More widely, the completion of an Oxfordshire Infrastructure Strategy (evidence doc. PR35) strengthens the position of the Oxfordshire authorities and is seeking Government funding where required to support or accelerate delivery.

Officers consider the Plan's proposals to be 'sound' with regard to infrastructure delivery. Focused changes are recommended to improve the Plan and bring specific requirements up-to-date.

Policy PR12a – Delivering Sites and Maintaining Housing Supply

Approximately 40 comments were made in relation to this policy. These included representations from the following:

South Oxfordshire DC - The approach that CDC takes to meet their apportionment of Oxford's unmet need is for them to determine. We note this takes the form of 'ring-fencing' as a separate 5 year housing land supply which will be maintained for meeting Oxford City's unmet need. Acknowledge that CDC have proposed to meet their apportionment through 7 strategic sites, however we understand that this could be dependent on the local assessment of their capacity. If it is found that the capacity of these 7 sites is deemed to be lower than initially thought, we assume that CDC are still capable of accommodating the remainder of their apportionment of Oxford's unmet need within their own district?

Oxfordshire County Council - The scale of housing being planned for through the LPPR as Cherwell's contribution to meeting Oxford's unmet housing needs is supported. The proposed 4,400 homes figure reflects the apportionment of Oxford's unmet need between the councils agreed by the Growth Board in September 2016 and which is set out in the Growth Board Memorandum of Co-operation and we also support the proposal to ensure delivery of these homes by 2031. The proposed 2021 start date recognises the likely complexity of the issues needing to be addressed and allows a reasonable lead time for developments to come forward. However, OCC has no objection in principle to earlier housing delivery, provided the strategic infrastructure required to support the new housing exists or can be delivered matched to the accelerated housing.

Bodicote PC - Concerns with paragraph 5.166, which states that "If a five year supply cannot be raised for reasons outside the Council's control, planning applications for unplanned development might be submitted. This paragraph acknowledges that the Council cannot force developers to adhere to house building trajectories. Cherwell District Council's 'Annual Monitoring Report' has already shown us that house building targets have been down on estimated numbers. In reality if the Council has no control over housing delivery rates then they have no real control over the developers, who will of course state that they can maintain a five year housing supply to get the applications through, but then could negate through reserved matters. If developers do not deliver the requirement of 1700 homes within the first period 2021- 2026 there is a real concern that many

of the sites that were put forward for development and dismissed as areas of interest WILL be targeted as additional sites for Oxford's Unmet Housing Need.

Home Builders Federation - Concern expressed in confining the delivery of Oxford's unmet need to the 2021 to 2031 period and ring-fencing Oxford's unmet need from Cherwell's on housing requirement. Whilst we are supportive of the joint working that has taken place to ensure unmet needs within the HMA are delivered we remain concerned that Cherwell, and the other authorities in the HMA, are seeking to separate their own needs from that of Oxford's. The unmet need arising from Oxford should be considered as part of the Cherwell's housing requirement and should be monitored as such. It must be recognised that Oxford cannot meet its needs and that the demand for housing in Oxford will inevitably fall on the shoulders of its neighbours.

BBOWT - Policy PR12a and the Housing trajectory in Appendix 3 suggests that sites will come forward at different times in the plan period with sites PR6a, PR7b, PR8 and PR9 being the first ones to come forward at 2021. Site PR6b is proposed to be released at 2023, and sites PR7a and PR10 are not due to come forward until 2026. The government is currently consulting on a standard method of how to calculate housing need. It is our understanding that if this calculation is adopted, it might be possible that fewer houses are needed to meet Oxford's housing needs and as a result not all site allocations might be required. As mentioned above concerned about the proposed quantum of development in Oxfordshire and neighbouring counties and would welcome if fewer sites would be required for development.

Kidlington Development Watch - While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha; whereas the allocation is for 66ha, over 50% larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential development are significantly too large. Given the desirability of this land to developers, there is a clear risk that permission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell's own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan."

Other comments include:

- Dorchester Group considers that the seventh paragraph of the policy should be deleted.
- The Consortium considers that the demand for housing in and around Oxford is such that the phasing of new development solely on the basis of abstract 5 year periods is unnecessary. A number of factors would suggest that the application of such phasing policies is inappropriate.

- The proposed approach that seeks a commencement of the five year supply for Oxford's needs at 2021 is not supported by the NPPF and is inconsistent with Government guidance. CDC's specific housing need and proportion of Oxford unmet need are both to be met within Cherwell administrative boundary and should be combined and planned comprehensively through a single approach over the Plan period.
- The NPPF states that housing needs must be met in full across the housing market area and for the purposes of Cherwell, the housing market area is Oxfordshire. Therefore, any separation of the five year housing land supply calculation would be contrary to the NPPF.
- Delivery plans should be realistic, accounting for and responding to lead-in times and sensible build rates. It should be recognised that no site is the same and that a reasonable and realistic approach to evidence and justification will be required.
- The evidence base prepared to support this policy is not sufficiently robust to justify the strategy. It will provide an over concentration of housing within a relatively small market area with known congestion issues. The plan has failed to consider the reasonable alternatives.
- Policy appears to be an incentive to the Council to approve higher numbers than set out in the Plan.
- The Policy should be amended to allow for the early delivery of sites if they are able to do so. This amendment will ensure the Plan has sufficient flexibility to adapt should some of the proposed allocations not deliver as anticipated or should the unmet needs of Oxford City which Cherwell needs to meet increases.
- The housing delivery trajectory is not considered to be robust or realistic.
- There is an over reliance on the delivery at PR8.
- Cherwell should not be fearful of over provision.
- Plan cannot and should not seek to control the rate of delivery.
- There is no explanation as to why the sites at South East of Kidlington or South East of Woodstock have been identified as having delivery deferred to the final five years of the plan period.
- Plan fails to identify how any harm would arise if Oxford's unmet need were to be met earlier than 2026.

Officer Response

These comments have been noted. Officers consider the policy to be sound but are proposing focussed changes to provide further clarification on how sites will contribute to delivering a five year housing supply.

Policy PR12b – Sites Not Allocated in the Partial Review

Approximately 30 comments were made in relation to this policy. These included representations from the following:

Gosford & Water Eaton PC - Land identified as Green Belt following this review should remain Green Belt permanently and under no circumstances would further development on it be permitted. Note that there is an additional clause requiring consultation and support of the local community. It is unclear how local community support would be considered. It is difficult for us to believe that if the

Council was faced with having to consider other sites to ensure that they meet the housing supply that local community objection would be sufficient to prevent development going ahead. In the interests of providing certainty it would seem more appropriate to have a robust Plan that is deliverable and ensures that remaining areas are fully protected rather than allowing exceptions such as provided for by this policy. This policy should not allow for any additional development or release of Green Belt land within the Parish.

Kidlington PC - Extremely concerned that the Policy makes provision for the release of unspecified sites in the future on the basis that they are sites listed in a HELAA. This for example would include Frieze Farm, and land to the north of the village. These sites have been discarded for valid reasons in the Plan, which is fully supported. The policy should be deleted as contingency sites are not required to meet the Plan's objectives. If the policy remains it should include a requirement for 50% affordable housing; and the support of the relevant Parish Council.

South Oxfordshire DC - More clarity should be provided in respect of how will it be determined or justified as to whether or not a particular application should meet Oxford's unmet need or the district's requirement?

Historic England – The policy should have a requirement for a Heritage Impact Assessment and a desk-based archaeological investigation.

Kidlington Development Watch - Support for the Council's rejection of all Green Belt sites proposed at the options stage (and that are not proposed to be allocated in the draft submission plan). Are unclear about the purpose of Policy 12b in relation to sites within the Green Belt. Green Belt site should never be supported for development precisely because it is in the Green Belt and regardless of the qualifications given in clauses 1 to 5 of the proposed policy. Permitting such development would be contrary to planning guidance which states that unmet housing need does not constitute very special circumstances for building in the Green Belt.

Other comments include:

- The trigger should be the housing land supply to meet Oxford's unmet need.
- The need for 'exceptional circumstances' to exist in all the unallocated sites in the Green Belt should be added to the policy.
- If the Council does not have a 5 year housing land supply then paragraph 49 of the NPPF applies, and not Policy PR12b.
- The ambiguity in 12b should be corrected so the policy is clear that no development would be permitted on Green Belt sites that are not allocated in the partial review.
- Concern that this will be used as a mechanism for the release of land in the HELAA that is land not currently included and discarded in this plan. This could open up unsustainable development in the north of Kidlington and in particular on land at the rear of The Moors between The Moors and the River Cherwell.
- Further contingency sites are not needed to meet the housing targets.
- The requirement for the site to be identified in the HELAA is unreasonable and not justified.
- The requirement of the support of the local community is not consistent with the NPPF.
- Sites should not be identified on the basis of their proximity to Oxford City alone, but their consistency with the adopted spatial strategy.

- Policy should be more specific about safeguarded sites.
- Meets none of the soundness criteria stated in the NPPF (paragraph 182).
- Policy is unnecessary.
- Policy is vague.

Officer Response

These comments have been noted. Officers consider the policy to be sound but are proposing focussed changes to provide a consistent approach to seeking 50% affordable housing for unallocated sites.

Policy PR13 – Monitoring

Less than 10 comments were received on this policy. These included representations from the following:

Oxford City Council - The Partial Review sets out positive measures to ensure delivery of the supply of homes for Oxford, which is welcomed. It is very helpful that the plan includes a very clear trajectory for the sites contributing to Oxford's unmet need, to enable monitoring against the Growth Board apportionment, & for understanding the likely phasing of delivery.

Other comments include:

- Unsure that CDC is able to monitor and carefully scrutinise projects once implemented.
- Plan should identify reserve sites.
- It is unclear how Policy PR13 and PR12b relate to one another with regards to what action the Council would take if the allocated housing sites are not likely to deliver sufficient new homes to meet Oxford's needs.
- Monitoring must ensure that no development proceeds until the necessary transport and other infrastructure is costed, funded, and programmed.

Officer Response

These comments have been noted. Officers consider the policy to be sound but a focussed change is proposed to improve the policy.

Appendix 1

BBOWT - Mapping often only shows the individual site but not the wider development context such as other proposed site allocations in Cherwell DC or neighbouring authorities such as Oxford City Council or West Oxon District Council, which makes it difficult to get the full picture. Recommend that detail on future land use is provided. Key to be considered for woodland/ancient woodland.

Officer Response

These comments have been noted. Focussed changes and minor modifications to the Policies Map are proposed.

Appendix 4 – Infrastructure Schedule

Yarnton PC - Bus lane improvement along A44 Begbroke to Loop Farm. The proposal is physically & financially impossible owing to the restrictive widths of railway & canal bridge crossings and the underpasses at Peartree Interchange. Further restricted by PR11a (p 167) cycle & pedestrian improvements along A44 between Bladon & Peartree roundabouts. This is a pipe dream & can't be used to justify large scale development adjacent to the A44 at Yarnton/Begbroke. The infrastructure proposals are not justified, not effective & is unsound.

OCCG - The intention for the main health hub campus in Kidlington is to have the two existing local practices working together as a single unit to ensure sustainability for the future. The placement of this health hub is undergoing discussion, and is very much reliant on developer contributions for it to go ahead. With the housing proposed in the Kidlington, Yarnton, Woodstock area, all local practices will be significantly impacted upon, with Islip least affected. Three health hub site options have been identified. Object to this development until we are satisfied that sufficient provision is being made for healthcare infrastructure to meet the healthcare needs for the proposed development.

Other comments include:

- Bus Lane improvement along the A44 Begbroke to Loop Farm: This proposal is physically and financially impossible owing to the restrictive widths of railway and canal bridge crossings.
- Rapid Transit Route: Unrealistic.
- Sandy Lane closure: Strong objections.
- The suggestion to redevelop Exeter Hall suggests that Yarnton people would be expected to travel there to see a GP.
- Costs and sources of funding are largely unidentified.
- Delivery dates are vague.
- No risks or mitigations have been identified.
- There needs to be a much clearer link between the transport improvements and new developments.
- The Infrastructure Schedule is incomplete. It should therefore be considered as a 'work in progress'.
- Lack of thought to infrastructure.

Officer Response

Many of the representations received include concerns about the capacity of existing infrastructure such as schools and health services and the timely deliverability of new infrastructure to serve the proposed developments. The Infrastructure Schedule supporting the plan has been updated following the receipt of additional information and discussion with service planners / providers such as the County Council (including on education matters), the Oxfordshire Clinical Commissioning Group (with local GP Practice Managers) and the Council's own community/recreation services. An adopted Developer Contributions Supplementary Planning Document will assist in the delivery of required infrastructure. More widely, the completion of an Oxfordshire Infrastructure Strategy (evidence doc. PR35) strengthens the position of the Oxfordshire authorities and is seeking Government funding where required to support or accelerate delivery.

Officers consider the Plan's proposals to be 'sound' with regard to infrastructure delivery. Focused changes are recommended to improve the Plan and bring specific requirements up-to-date.

Consultation Process

There were over 600 comments relating to the consultation process.

(NB. The Council extended the consultation period to October 2017)

- The Council is pushing the Plan through without considering the effects
- The documentation material is complex, meaning that residents cannot understand it
- The exhibitions were deliberately held during the summer holidays meaning people could not attend.
- The Plan was designed to convince local people to buy new homes.
- The consultation period was too short.
- The volume of material was not possible to review for comment in the period of time allowed for the consultation.
- Only a high level Options paper was published at the 'Regulation 18' stage. The Options consultation failed to appropriately communicate that preferred areas of search (A and B) had been identified and that detailed work had been undertaken to assess sites within these two areas of search only.
- Apart from in the "guidance on representations" it is not clear how comments will be considered in terms of the formal stages.
- The response forms are unclear and people were not made aware that other forms of responses were acceptable.
- There is lack of explanation within the plan of "where we are now" or discussion of "next steps". This is a fundamentally misleading approach contrary to B.95 of the Local Plan which indicates that "Full public consultation will be central to a "sound" process and outcome." For consultation to be lawful, it must take place when proposals are at a formative stage.
- A draft Plan should have been produced before the Proposed Submission.
- If the Council proceeds as planned, it is considered the Inspector will find the Plan unsound due to inadequacy of evidence base and failure to ensure effective consultation and participation by the public.
- Concern that the Council has progressed with the current Plan despite an overwhelmingly negative response to the Options consultation.
- Concern over the Statement of Consultation document and how it captured the public comments.
- The Statement of Consultation material is misleading and inadequate
- There were no questions in the consultation on the release of the Green Belt therefore the public were not given an opportunity to express views on this earlier.
- The Council must provide information in a user friendly style.
- The Council should start listening to other voices than those of the development lobby.
- The content of the plan was predetermined in advance of the consultation
- The Council must rethink and improve its policy for conducting important public consultations.
- Very important documents were missing from the website including the HELAA and Transport Assessment.

Officer Response

The archaeological survey information submitted as part of the outline planning application did not cover that part of site PR10 allocated for primary school use. It is not yet certain whether this land will be required for a school, playing fields or other outdoor sports provision but following further consultation with Historic England, it indicated that in view of archaeological interest to the south in association with the Scheduled Ancient Monument, a desk based Heritage Impact Assessment and Geophysical survey should be undertaken on the site. This work has commenced but in view of associated timescales Historic England has agreed to some additional wording in the plan to ensure that development on that part of the site will be informed by the outcome of the HIA. It is considered that the proposed reconfiguration of the layout, together with other focused changes requested to policy requirements, have addressed the concerns raised by Historic England.

However, the reconfiguration of the proposed residential area meant that officers needed to review the precise number of dwellings that could be provided on the site. This suggested approximately 489 dwellings. This has been rounded to 500 homes for the purpose of what is a strategic housing allocation and which offsets the reduction in the number of homes (90) planned for land to the west of Yarnton.

Other recommended changes include detailed clarifications and amendments in response to comments received. It is also recommended that the policy makes clear that the development of land for either school or sports pitch use to the north of Shipton Road will be subject to the consideration of a Heritage Impact Assessment in consultation with Historic England—exhibitions. Town/Parish Council and stakeholder workshops have been held. Officers consider that legally compliant, appropriate and timely opportunities were provided for the public to engage effectively with the plan making process at the Regulation 18 stage and for people to give intelligent consideration and response in terms of the content of the Plan and its specific proposals. Members have the opportunity to conscientiously take into account the representations in considering the recommendations of officers.

In addition to the requirements as to consultation in the Local Plan Regulations and the Council's SCI, the courts have set down requirements, in particular *R (Moseley) v Haringey London Borough Council* [2014] 1 WLR 3947. They are that: (i) consultation must be at a time when proposals are still at a formative stage; (ii) the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response; (iii) that adequate time must be given for consideration and response; and (iv) that the product of consultation must be conscientiously taken into account in finalising any proposals. Officers consider that there has been compliance with all these requirements.

There is no statutory requirement to publish a draft Plan prior to the publication of a Proposed Submission document. In the issues consultation paper (January 2016, evidence doc. PR20), the Council advised under 'next steps' that the responses received would be used 'to inform the preparation of the next stage of the Partial Review: consultation on the spatial options for accommodating the additional growth' (para. 8.1). In the options consultation paper, (November 2016, evidence doc. PR47), the Council advised under 'next steps', 'The feedback we receive will be used in the further consideration of issues and options, in completing our evidence base and in

preparing a proposed document which we will publish in 2017' (para. 9.2). The Plan's preparation has been in accordance with these stated intentions.

General comments

In excess of 1200 comments were received that were not necessarily policy specific. The issues raised in these comments include the following (grouped under Issue specific headings).

Growth

- Oxford City should resolve its own housing problems and find brownfield sites to build on
- The country does need more housing and some of the locations in and around Kidlington and Gosford which it is proposed to develop for housing are the best in the circumstances.
- The places need to be built to be self-sufficient
- Scale of the proposal is too large
- Considers the plan to be sound as it directly addresses existing and future issues regarding sustainable transport connectivity to and from central Oxford.
- CDC's vision responds to the specific needs and growth of Oxford, the relationship between housing and employment, and the importance of building sustainable communities that are well related to Oxford while respecting the Cherwell context.
- Not opposed to sensible plans
- Yarnton will be quadrupled and the necessary services will be years behind
- Yarnton and Begbroke would become suburbs of Oxford
- Add 10% (on average) to each existing settlement, improving viability of local amenities.
- Raise the densities within larger towns and cities, where transport and amenities already exist.
- No consultation has taken place with local residents
- This is a gateway to the Cotswolds; it is imperative that these villages keep their identities and grow in a linear approach and not mass building.
- New housing projects should be shared with all Oxfordshire villages
- Fully support the need to build homes to support future intake and families.
- Oxfordshire is already over populated. It will encourage more people to come in the county.
- The council cannot provide services and facilities, which are already at breaking point.
- The road (A44) cannot cope with the increase in traffic. The current situation is bad with traffic at gridlock at peak hours. Traffic lights at Begbroke Science Park lead to tailbacks up to Langford Lane. Palace traffic lights also lead to tailbacks.
- Proposals are driven by Oxford City
- CDC should be serving the needs of the local community and not taking instructions from Oxford
- Proposal is unsustainable, reactive and without consideration for consequences.
- Housing forecast is flawed
- It flies completely in the face of the majority of local voter opinion
- Dividing land use planning between 5 districts creates difficulties
- Cherwell has functional links to the surrounding Districts through wildlife corridors, water catchment and drains/streams/rivers as well as transport links and the housing intended to meet Oxford's needs.

- The scale of the unmet need has not been objectively assessed. It relies on 2014 SHMA that hasn't been scrutinised.
- Local food systems should be promoted
- The overarching vision for the local plan should include objectives for a zero carbon district/city; a water neutral region; not producing any waste water; planning to reduce waste to zero, eliminating waste to landfill, and a net reduction in road traffic growth.
- Urge planners to find alternative sites in the City. E.g. Southfields golf course, move Park and Rides outside the City and use that land for building.
- The City Council should stop building on commercial sites and concentrate on their own housing needs, before going for the easy option to build on local GB. There are several commercial sites that do not have full occupancy
- Can we be sure there is no nepotism, in the decision within the parties concerned?
- Our historic village should be preserved and it should not be an overspill from Oxford and London and should not be merged with Yarnton and Begbroke. Without GB separating us we will become a suburb of Oxford.
- CDC's childish attempts to push this plan through with the minimum statutory consultation are a clear indication that what is being proposed here is not right.
- The case for Oxford's need has been overstated
- If Oxford was to switch land designated for business to housing it would be able to meet its housing obligations.
- The Local Plan Review attacks the core principles on which GBs depend.
- Employment needs to be focussed at Bicester where there are already a large number of new housing being built and infrastructure already in place to manage this.
- The homelessness crisis is acute in Oxford. The Council needs to work harder to reinstate some of the vital services which have been limited or closed, particularly as regards physical and mental health, the most significant causes of homelessness.
- The centre of Banbury is disappearing because of the building of retail parks and housing out of town, and yet there is no refurbishment of the town centre as a residential social hub.
- The greed of Blenheim Palace, Merton College and Exeter Colleges: these can at best be described as commercial, self-serving, and excessively wealthy enterprises.
- Joining all the villages up and then joining it all up to Oxford will create a dormitory.
- The data being used is pre-Brexit. These are not sound data now.
- The proposals need full and wide discussion rather than being rushed through the holiday period, and there should be further, more robust discussions with Oxford City Council.
- There are plenty of large areas south of Oxford. It is Oxford City's problem and Cherwell Council should vehemently object to this Oxford overspill being developed north of the Oxford City boundary.
- Limited space for development exists due to flood plains in and around Oxford, and although reasonable for surrounding villages to expand slightly to keep the region prosperous, the scale of the plan is out of proportion and unsustainable without massive investment in infrastructure.
- GB is there for a reason and we want Kidlington to keep its identity and separation from Oxford, as well as the golf course, trees and wildlife. Think that PR 7a and PR 7b are

manageable and a smaller sized PR8 as the roads could possibly manage. But not PR6 and PR6b. Please keep developments small and manageable.

- Kidlington is big enough for its 'village' status, confirmed years ago by residents voting against being a town. In the 52 years we have been here we have lost green space opposite and the traffic has greatly increased. We don't want to become part of an urban sprawl and we do not want to meet Oxford needs.
- Recognise that the content of this paper is sensible and necessary to maintain our community standards. However, also believe that this is just a paper exercise for officialdom to say 'we have had our say'. Until the government meets the demands of the nation and stops immigration the mandate to build unreasonable amounts of houses will be unstoppable.
- Kidlington has already changed from a village to a small town with few green spaces, and we need green spaces.
- The developments proposed and their infrastructure requirements have not been objectively or thoroughly assessed. Previous work has often simply been integrated without amendment or recognition of new circumstances. In many respects it's a "rip and read" plan
- The proposed developments emanate from the economic self-interest of Oxford City Council. Their claimed unmet housing needs have not been independently tested
- Integration of large numbers of in-comers into what would be an urban tangle of concrete and glass usurping once beautiful countryside is likely to prove extremely problematic.
- Cherwell have set a new precedent in claiming that houses are equal to Green Belt in sustainability terms. They have done a straight swap in their Sustainability Report so there's no loss on the sustainability balance sheet.. The term "sustainable" now has an all-embracing legal definition, diluting its original meaning to the point of uselessness, and downgrading the trust the public can put in it.
- The plan represents a huge increase in housing that would put pressure on related infrastructure, not addressed satisfactorily by the plan. The indication is that housing is aimed at commuters rather than trying to address local housing needs.
- Objection to proposed development of planned 4,400 houses because of traffic, pollution, flood risk, danger to wildlife, lack of planning around statutory services and GB arguments.
- It is also our responsibility to steward recreational areas of the countryside in the crowded S. Midlands and SE England for the sake of future generations.
- The national housing crisis needs to be addressed with new towns e.g. previously Milton Keynes and GB should be preserved. The proposals do not meet the needs of the constituents.

Consultation

- Unreasonable consultation process.
- Objection to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.

Development - governance

- Any development north of Cutteslowe roundabout would fill in land between there and Kidlington and be under the control of Oxford City Council.

Housing

- The houses will not be built for local people due to the house prices. They will be for commuters to and from London or buy to lets.
- Housing demand has changed drastically since Brexit,
- In view of Brexit, the scale of housing should be revisited
- 200 extra homes have been built in Yarnton since 2011
- Sandy Lane closure cuts off Yarnton from Kidlington
- People understand the need for housing, but not the numbers and densities planned
- The proposed high density housing will lead to increase in traffic congestion and pollution, loss of the rural character of Kidlington.
- The problems and opportunities of housing the older generation have been underestimated. It should not be looking at housing for the elderly, but ensuring that most/all new developments are suitable for them.
- It is Government policy that self/custom building should be encouraged in order to make a substantial contribution to housing supply.
- The sustainability of custom splitting makes the proposal to spread Oxford out into the Green Belt look comparatively if not extremely unsustainable.
- It is undesirable to build houses directly underneath power-lines and the cost of re-routing this or cabling underground need to be encouraged
- Any more development near the world heritage site is unacceptable.
- The density of 45 dph is very high. It is too much for the local villages and not in keeping with the existing villages.
- The 'promise' that a proportion of the new houses will be made over to the Housing Association and be available for rental, is an attractive one, but we have seen across the country that this very rarely happens, in reality. Younger generations want the opportunity of owning their own homes, and do not want to continue renting
- We must limit the driving effect of windfall profits for one part of the community at the expense of others - and preferably direct some of them into reducing housing costs.
- Concern over homes near Oxford Parkway being bought by London commuters - how will this be prevented?
- Sudden influx of so many families into Kidlington would put enormous pressures on its facilities.
- This is not sustainable and puts a burden on schools, doctors' surgeries and the traffic at the northern gateway – already gridlocked in rush hours. Could cause delays, pollution, potential for road traffic, accidents etc.

Affordable Housing

- Affordable homes within these development will not be affordable
- It will fail to provide truly affordable housing so desperately needed
- Developers will have no interest in low-cost housing where land has become plentiful, work remote and adequate transport and amenities absent.
- Affordable housing is not affordable for our children
- Do not believe that the 50% target of affordable houses will be achieved.
- Our children and friends' children have been forced to move from the area due to astronomical rents and the 'affordable' housing is not affordable.
- It is important that a large majority of housing to be built is affordable.

Infrastructure

- A huge increase in homes without proper infrastructure will only make this worse.
- There is an apparent lack of suitable infrastructure. We need better infrastructure now – let alone for additional housing
- Without detailed costings and guaranteed funding for improved infrastructure, the highway network will be overwhelmed by the additional traffic
- There are no costs shown in the infrastructure schedule. No sources of funding are identified
- Proposals will have a detrimental effect on infrastructure
- Infrastructure is at a breaking point with the A44 and A34 unable to cope with the amount of traffic.
- The new development at Cresswell Close has drainage problems. This is a fundamental lack of infrastructure planning which causes concern and fear that this lack of foresight could be replicated again.
- Adversely affect drainage
- Floodplain (most recent major flooding event January 2014 in which the A34 was threatened by water on both sides between the Pear Tree and Botley interchanges): -the Partial Review July 2017' document alludes to the floodplain as a 'major constraint'
- Concerned about the impact on local services
- Does the plan include new schools and GP practices?
- Development will exacerbate the flood risk to housing and adjoining land/conservation area.
- Inadequate local infrastructure to support development of this scale.
- Will need at least 3 more primary schools and one more secondary school and triple the number of Doctors surgeries and dentists. Have not seen any mention of this, although all the documents associated with the consultation are so complicated and wordy it is very difficult to find any facts at all.
- Not enough recreational outdoor space or parks for children in Kidlington
- To take away a sporting facility such as North Oxford Golf Club, which is over 100 years old, is a crime. This needs to be stopped. It does not bear contemplating what it will be like once this nonsense is put in place.
- Provision of Infrastructure - the plan is unconvincing in that no significant new investment is identified or proposed.
- Public services and leisure facilities equally need clear and imaginative plans before the developments start.
- The sewage system is already unsuitable

Green Belt

- The GB was always meant to be permanent and Oxford should stay separate from Kidlington and other villages.
- Local countryside enriches life and maintains health.
- CDC should review the Plan as it is contrary to GB protection
- There are no exceptional circumstances for CDC's proposal to build in the GB.
- GB land is protected by legislation and should not be built upon. It was intended to retain distinct boundaries between settlements.

- Strong objection to building on the GB. Without regard to meeting actual need, effective transport, amenities, true community and catastrophic effects on existing settlements
- GB was constituted to prevent urban sprawl between towns and there are no exceptional circumstances to overcome it and set a precedent.
- The plans would destroy the historic identity of all three communities and cause irreparable damage to the wildlife and beauty of the GB surrounding these villages.
- GB policy prevents development, why are you breaking the law?
- Oxford needs to look closer to home before encroaching on GB which will be lost forever.
- GB encroachment is contrary to its adopted Cherwell Local Plan 2015
- CPRE data – 76% of Oxfordshire residents were in favour of protecting the GB. Viewed as a major threat and they do not want Begbroke to be surrounded by houses.
- Objects to 4400 homes in the GB. Contrary to the GB purposes outlined in the NPPF
- It is crucial to protect the GB and farmland in it as it is a carbon sink for the pollution from Oxford.
- Strongly object to the proposal to build on the GB around Begbroke, Kidlington and Yarnton because it would become an urban sprawl and the A44 and A34 will come to a gridlock.
- High concern for the proposal to build 4400 houses on the GB.
- Building on the GB will put the floodplain under even more pressure, and we will see serious, potentially fatal, flooding problems across the nearby communities. It also provides a unique and precious wildlife habitat.
- The marking out of additional Green Belt sites for nebulous use which can easily be seen as ring-fencing more green-belt for development as required.
- The case has not been made for sacrificing GB land and sufficient consideration has not been given to the 400 homes in the area.
- Deeply concerned about loss of GB and associated impact on wildlife and the environment
- GB legislation is fantastic and should be respected above all else. It keeps the region in check, provides countryside for the natural population and this cannot be eroded - it would be a travesty for present and future generations.
- **Transport**
- It is unreasonable to take 45-60 minutes to go 5 miles on the bus.
- As a cyclist experience high levels of pollution already and buses get stuck in the bottlenecks that remove the bus lanes.
- A34 is a disaster and Junction 9 is one of the worst in the country.
- Very concerned about traffic movement
- It should be a priority to provide a sustainable movement corridor into and through the town for pedestrians, cyclists and public transport. The plan addresses this and provides not only for existing modes of transport but has the potential to provide for other rapid transport and environmentally friendly systems such as autonomous and electric busses, trams or other forms of mass transportation. There is significant growth in this technology which will be implemented during the life of this plan. The plan considers this point well, is "future protected" and that has to be applauded.
- There is no indication of how the already congested highway network will cope, and local wildlife will be pushed away.

- Traffic and congestion on local roads
- Reinstating the station at Yarnton and a tram route to Kidlington, Oxford and Witney is paramount to address the traffic problems in the area.
- Blenheim Palace has been granted additional housing, which will increase the traffic and pollution along the A44
- There is a lack of understanding of the traffic conditions that already exist in this area, and additional houses will add to the traffic problems.
- Traffic congestion problems between Begbroke/Yarnton and Oxford are intolerable
- A44 traffic congestion and 50 mile speed limit add to travel time and cause delays
- Yarnton roads are bad.
- Closing Sandy Lane will create long delays and risk of accidents on the A44. It will remove a key road link between Yarnton and Kidlington.
- This development will contribute to more pollution from traffic and therefore we will suffer from respiratory problems.
- Concerns regarding the existing traffic congestion and pollution in Kidlington
- Volume of traffic on the A44 at present is at capacity during peak hours. With the proposed closure of Sandy Lane the problem will be compounded.
- How will this road address an additional 8-10,000 people using this road?
- Closing Sandy Lane would cause greater congestion to the A44 and A4260
- In the areas bordering A34 allowance should be made for the expansion of the dual carriageway into a 3 lane motorway.
- London commuters will benefit from the new Parkway station and not the homeless from Oxford
- Traffic congestion is magnified with events at Blenheim Estate
- Traffic through Gosford and Water Eaton on the A4260 is already gridlocked during peak periods
- Oxford Parkway Station is already overcrowded at peak times.
- Increased numbers will result in more cars on the crowded roads
- The volume and speed of vehicles along this road puts the children using the preschool, school and park, the elderly living in the residential home and everyone going to the social club and doctor's surgery at risk.
- The proposed new railway station between Begbroke and Kidlington is unrealistic.
- There must be 'joined up' thinking; analysis of real rather than perceived future need, and together with Oxford City, CDC must be more resourceful and creative about finding responsible solutions to housing issues.
- The new housing should be delayed until the Oxford to Cambridge Expressway route has been decided. East West railway reopened and the full expansion of Bicester is agreed with its potential new transport infrastructure.
- The suggestion that the Sandy Lane link can become a wheel-chair access and cycle lane as part of a cycle 'superhighway' into Oxford is ludicrous! In any case, such a project would simply lengthen cycle journeys!
- It should be a priority to provide a sustainable movement corridor into and through the town for pedestrians

- The plans do not sufficiently factor in the fact that the A34 and Bicester Road are already gridlocked during peak times. There must be fully costed and funded plans for road improvement and cycle paths/bus routes.
- Parking in residential streets has become a problem since charging was introduced at the Park and Ride, and this issue will be exacerbated by the additional housing

Health/ Health and Wellbeing

- Surgeries are unable to cope. There is a 4 weeks wait for a doctor's appointment
- Harm to the health and wellbeing of the residents and open countryside.
- It is difficult to get a doctor's appointment. This will exacerbate the problem
- Doctors' appointments take 2/3 weeks. Are there plans to improve the service or provide new facility
- Health services are oversubscribed
- Harm to health and wellbeing
- As far as the Doctors' Surgeries are concerned, they are already under intense pressure and we have to wait three weeks for an appointment. These 4,400 extra households will make it well-nigh impossible to get an appointment! With an ageing population generally, and an increasing number of care homes and sheltered accommodation for the elderly in Kidlington, this makes for an impossible situation.

Education

- Primary Schools have reached capacity and oversubscribed
- Secondary school pupils travel to Woodstock would need to be picked up at 7.30 am to reach in time for lessons
- Schools will be needed to meet the needs of these extra families
- Local schools are at saturation point and struggling to provide a good standard of education to the existing population - how big would class sizes become with new developments?

Flooding, Landscape, Ecology and Environment

- What arrangements have been made to protect deer, badgers, foxes and other habitat?
- Yarnton has historical footpaths relating back to the Civil War
- The loss of chicken and deer farm and other farms around Yarnton, Begbroke and Kidlington will destroy the nature of the area.
- It will have adverse effect on the diversity of local wildlife
- It will undermine protection for the countryside and rural landscape
- There are bats in the copse situated between the field at Water Eaton Lane
- Irretrievable damage to the countryside and serious loss of wildlife habitat
- Loss of Ancient footpaths (Frogwelldown Lane), the bridleways and Shakespeare Way, which give access to walkers, riders and cyclists.
- Loss of countryside and radically alter the character of the area. It will create a town by stealth
- High density development will destroy the ecology, and habitat forever, which give us wellness and wellbeing.
- Loss of open countryside if site south of Kidlington is built upon. Nature Reserve will be adversely affected by the development.
- Flooding at Rowel Brook and residential areas around it.
- Further threat to local wildlife and bio-diversity species

- If the proposal to build 4400 goes ahead then no amount of 'mitigation' is going to lessen the huge impact it will have on the environment and the community.
- Soil quality has been neglected by those engaged in urban development.
- There should be a concerted attempt to coordinate the use of countryside in terms of including strategic tree planting, soil protection, wetland creation, water retention, run-off prevention, food production.
- All open space not given to recreation should be planted
- The water table in the south of Beagles Close is high and building will raise it further. It will be very difficult to get home insurance.
- The plans will lead to increased pollution which will in turn gravely and irreversibly harm Begbroke Wood, Pixey and Yarnton Meads (SSSI), and Cassington Meadows. In addition, there is a roost of bats (possibly Noctule bats) living behind Rutten Lane in Yarnton, yellowhammers (RSPB Red List) can be seen on the allotments, hedgehogs and amphibians depend on the green areas and ditches surrounding the village, the return of otters to the Cherwell will be jeopardised, a plethora of old meadow grasses and at least thirty rare species of flowers.
- Threat to allotments where some allotment holders have been working the land for 40+ years: the pollution created by traffic and building work will make the current allotments unpleasant and unsafe areas in which to grow food. The allotments themselves provide habitats for a wide range of wildlife.
- The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary's Church.
- This countryside is used by the people of Kidlington, Yarnton and Begbroke as well as many residents of Oxford keen to escape the confines of the city.
- To build on the golf course will be very detrimental to wildlife
- The natural landscape is also very much degraded (even over the past 10 years noticeably so). Plans must be in place to clearly designate wildlife areas within proposed sites to allow wild corridors to thrive.
- Cutteslowe Park, which now forms part of the country, will become just another urban park and that the rural walks north from it will disappear.
- It would be devastating if the rural walks in the area were spoiled.

Brownfield sites

- There are plenty of brown sites in Oxford to be used for housing.
- Oxford City has not made sufficient effort to meet its housing needs on existing brownfield sites, e.g. Oxford Golf area and other sites around the City have not been identified.
- Build on brownfield rather than cheaper GB option

Financial

- It seems a money making project
- CDC will benefit from increased tax revenues
- Merton College are greedy and these houses might be bought by foreign buyers.
- Kidlington is becoming a more and more costly place in which to buy a house. Property developers are delighted to build more profitable homes for London commuters using the new train station.

- This massive development is almost certainly about greed, financial gain and reward for some rather than an honest assessment of the actual need.
- Objection to the fact that this development appears more concerned with money in the pockets of developers than with an egalitarian desire to home people who find it hard to afford homes such as nurses, healthcare assistants, technicians and other low paid workers.

Energy

- The plan does not confront the main issue of reducing carbon emission by at least 6% up to 2031 and beyond. The potential of the land use planning system to reduce carbon emission by 50% will be missed unless addressed coherently and holistically to achieve sustainable development as per the NPPF
- The Plan must mitigate against climate change and contribute to sustainable development (s19 and 92 of the TCPA 2004)
- Increase in pollution

Tourism and Economy

- Thousands of international tourists will come to visit Blenheim Palace and the very rural approach to this national jewel will be marred and defaced forever by merging the villages. It will leave a negative impression on visitors.
- Harmful to the economy with lorries unable to move on the major roads.
- Contrary to its misguided conclusions Blenheim Palace and the grounds does not benefit the community. Many local enterprises have been put out of business.
- Begbroke Science Park to date has provided no obvious service to its surrounding communities, whatsoever!

Officer Response

The level and depth of feeling in these comments have been noted. The majority of the comments raise issues covered under the specific sections/policies responded to above. Where appropriate focussed changes, have been proposed in response to the representations received. The overall view of officers is that the Proposed Submission Plan has been positively prepared and is justified, effective, consistent with national policy and legally compliant.

The number of representations and objections from affected Parish/Town Councils, local communities, their representatives and neighbourhood areas illustrate the level of local concern. The collective weight of local opinion as represented by BYG, KDW and WAG is noted in particular. The overall response to the Proposed Submission Plan (1460 representations) far exceeds that received to the equivalent stages of the adopted Local Plan (approximately 300-400 representations). Nevertheless, the Plan is also produced in the wider public interest of meeting objectively assessed needs and the weight of objections in itself does not invalidate the proposals.

Omission Sites

The following objections were raised to the omission of sites for development from the Plan:

Reasons for objection include:

- The Council's spatial strategy is not sustainable, justified or sound.
- The promoted site is sustainable, as demonstrated in the Council's SA and or evidence base
- Promoters own assessment or evidence shows that the promoted site is sustainable
- The promoted site is more sustainable than those allocated by the Council
- More than 4,400 new homes is needed in the District meaning additional sites are needed
- There would be positive effects and limited adverse impacts resulting from promoted sites.
- Reserve sites should be identified.
- Sites should be allocated elsewhere in the District
- Sites should be located in elsewhere in the Country and County including in Oxford
- Development should take place on brownfield land.
- Land identified in Policy PR3, as removed from the Green Belt, should be allocated for new homes in the Partial Review.

Land north of the Moors (Site 14 and 27) – Bloombridge and others

- The Moors (site PR14) should be included in the Plan for c300 houses, linked to a regeneration package for the village centre and a new 10 hectare country park. In the alternative, it could be specifically listed as a 'safeguarded site' in Policy PR12b, or this policy could be amended to provide for localised Green Belt reviews for housing where planned for sites are not being delivered by 2021.
- This county and country need more houses and this is an ideal location for a number of them.
- This land has never flooded and the drain was enlarged.
- This part of the Green Belt will not be missed and the countryside is more attractive closer to the river.
- Post-war expansion of the village has provided services and facilities.
- Most of those behind the campaign to stop this development live and benefit from the earlier development and now want to stop others enjoying the same.
- This extra building will bring in more revenue for the Council and may stabilise house prices.

A large number of representations were received in support of the Plan not allocating the land north of the Moors (sites PR14 and PR27) reasons give include:

- The land is in the Green Belt, and should be preserved as such.
- Exceptional circumstances need to be demonstrated to release the site from the Green Belt.
- Footpaths on the fields are much used by local walkers contributing to healthy lifestyles.
- Land behind the Moors and Webbs Way is one of the most popular, accessible and necessary interfaces between town and country in Cherwell.
- The site is prone to flooding, and so is unsuitable for building on and will cause flooding downstream.
- The site is historically important and should be protected.
- The site constitutes a landscape of the last remaining unspoilt corner of Kidlington with wide views across fields to the old village.

- The development would have a direct impact especially on the setting of the conservation area of St. Mary's Church and other listed buildings.
- The landscape with its central focus on the spire of St Mary's Church, 'Our Lady's Needle' – as featured in Simon Jenkins' book England's Thousand Best Churches (1999).
- A unique medieval landscape which contains many listed buildings and should not be developed.
- There is a case for making this landscape an amenity for all by formalising it as a 'reserve' akin to, or even part of, the National Trust.
- In the 1990s, the Ministry of the Environment Inspector ruled.... were development ever to take place it would I fear be significantly harmful to this rural end of Kidlington. ... I feel, without question, that it would be most unfortunate if this north-eastern area of the village were ever to be seriously considered for development".
- The sites are a haven for wildlife which development would adversely affect.
- The Kidlington Masterplan Framework refers to the distinctive views, river corridor, landscape and wildlife.
- These fields with their landscape rural views have been enjoyed by many generations and this should continue.
- This is the oldest part of the village and the landscape contributes to its setting.
- Further damage by light pollution is inevitable from new housing.
- The proposed access, via The Moors, would detrimentally impact the road network and create large traffic volumes near a school and nursery.
- Development here will add to existing road congestion.
- Area is already subject to traffic calming and blighted by rat-running.
- This area of the Moors has had an increased volume of traffic plus parking problems since the Moorlands development.
- Follow Bicester healthy town example by protecting these green spaces for physical activity
- Schools are at capacity in the area.

Land adjacent to The Old School House, Church Lane, Yarnton (Site 75) - Carter Jonas LLP for Oxford Centre for Hebrew and Jewish Studies

- Objects to the Plan making process and states that at least part of Site 75 should be allocated for development as a small scale extension to Yarnton.

Shipton on Cherwell (Sites 19 and 29) - David Jarvis Associates on behalf of Shipton Ltd

- Objects to the Plan making process and states that land at Shipton on Cherwell Quarry should be allocated for housing in the Partial Review.

Land east of the Water Eaton Park and Ride – Carter Jonas on behalf of Mr Smith

- Objects to the Plan making process and states that the boundary of site Policy PR6a should be amended to include the land east of the Water Eaton Park and Ride and the land

allocated for residential development or a mix of residential and other uses in the Partial Review.

Land at the former RAF Upper Heyford - Framptons on behalf of E P Barrus and Lone Star Land limited

- Objects to the Plan making process and states that two parcels of land at Upper Heyford should be allocated for housing in the Partial Review.

Site 24 (Begbroke Lane) and site 74 (Land at no 40 and to the rear of 30 to 40 Woodstock Road East – Begbroke) – RPS on behalf of Richard Davies and resident

- Objects to the Plan making process and states that the land at Begbroke should be allocated for housing in the Partial Review.
- If sites 24 and 74 were developed this would have a significant impact on health and the natural environment and would inconsistent with the Council's own policies.

Land to the south of Oxford Motor Park (includes site PR24) - Walsingham Planning on behalf of Oakhill Group Ltd

- Objects to the Plan making process and states that the promoted land should be removed from the Green Belt.

Land at South Newington Road, Bloxham - Define Planning & Design Ltd on behalf of William Davis Ltd

- Objects to the Plan making process and states that the promoted land should be allocated in the Partial Review.

Land south of Tadmarton Road, Bloxham - Planning Prospects

- Objects to the Plan making process and states that the promoted land should be allocated in the Partial Review.

Land at Loop Farm/ Drinkwater, Oxford - Kidlington & Yarnton Labour Party

- Objects to the Plan making process and states that the land above should be allocated in the Partial Review.

Land North and South of Milton Road, Bloxham - Lichfields on behalf of Taylor Wimpey (Oxfordshire)

- Objects to the Plan making process and states that the promoted land should be allocated in the Partial Review.

Land at Islip - Lichfields on behalf of The Church Commissioners for England

- Objects to the Plan making process and states that the promoted land should be allocated for housing in the Partial Review.

South East Kidlington - WYG on behalf of Barwood Development Securities Ltd

- Supports the principle of development at south east Kidlington but and states that the allocated site at south east Kidlington (PR7a) should be extended to allow for additional homes.

Land at New Alchester - WYG on behalf of Bonnar Allan Ltd

- Objects to the Plan making process and states that the promoted land should be allocated in the Partial Review.

Land at Knightsbridge Farm - Carter Jonas on behalf of Sheehan Group of Companies

- Objects to the Plan making process and states that the promoted land should be allocated in the Partial Review.

Land at Knightsbridge Farm - Suzi Coyne Planning on behalf of Sheehan Haulage & Plant Hire

- Objects to the Plan making process and states that the promoted land should be allocated in the Partial Review for employment.

Land south of Sandy Lane - Carter Jonas on behalf of W Lucy & Co Ltd

- Objects to the Plan making process and states that the promoted land should be allocated in the Partial Review.

Land at Frieze Farm - Turnberry on behalf of Exeter College

- Objects to the Plan making process and states that the site should be allocated for new homes.

Land at Gosford Farmhouse - CRJ Anstey Chartered Surveyors on behalf of Mr P Watson and the Trustees of Gosford Trust.

- Objects to the Plan making process and states that the site should be allocated for new homes.

Land at Upper Heyford - Pegasus Group on behalf of the Dorchester Group

- States that land at Upper Heyford should be allocated for new homes as a reserve site.

Land at Webbs Way, Kidlington - West Waddy ADP on behalf of JA Pye (Oxford) Ltd

- Objects to the Plan making process and states that the site should be allocated for new homes.

Land adjoining Dover Avenue and Thornbury Drive, Banbury (PR45) – Bloor Homes

- Objects to the Plan making process and states that the site should be allocated for new homes.

Policy PR3a - Land at 14-16 Woodstock Road, Yarnton - Edgars on behalf of Mr & Mrs Tomes

- Land at 14-16 Woodstock Road, Yarnton should be allocated for development as part of the PR8 allocation.

Policy PR3b – Land adjoining and west of the railway - David Lock on behalf of the Tripartite

- Amend Policy PR3(b) to remove the reference to 0.7 hectares of land adjoining and to the west of the railway and include it as residential land within Policy PR8 and on the Policies Map.

Policy PR3c – Land south of the A34 and west of the railway - Gerald Eve on behalf of Merton College, Oxford

- Supports the policy but states that the site should be allocated for new homes.

Policy PR3c – Land south of the A34 and west of the railway - Savills on behalf of Christchurch, Exeter and Merton Colleges.

- Supports the policy but states that the site should be allocated for new employment.

Land to the east of Warwick Road, Banbury -Turley on behalf of Bovis Homes Ltd

- Objects to the Plan making process and states that the site should be allocated for new homes.

London Oxford Airport - GVA on behalf of Oxford Aviation Services

- Objects to the Plan making process and states that the site should be allocated for new homes.

North West Bicester - Barton Wilmore on behalf of A2Dominion Housing Group Limited

- Objects to the Plan making process and states that land at North West Bicester should be allocated for new homes.

Junction 9 and 10 – M40 – Framptons on behalf of db symmetry

- Objects to the Plan making process which should consider the relationship between housing and employment and land at the Motorway junctions should be allocated for employment development.

Land at Wendlebury – Gleam Investments

- States that the promoted site should be allocated for development.

Skimmingdish Lane, Bicester – Greenlight Developments

- Objects to the Plan making process and states that land at Skimmingdish Lane should be allocated for a Care Home which can contribute towards meeting housing needs.

Land north of Wykham Lane, Banbury - David Lock Associates on behalf of Gallagher Estates

- Objects to the Plan making process and states that the site should be allocated for new homes.

Land at Launton - Pegasus Group on behalf of Richborough Estates

- Objects to the Plan making process and states that the site should be allocated for new homes.

Officer Response

These representations have been considered and noted. Officers are of the view that no changes are required to the Proposed Submission Plan. All reasonable alternatives have been appropriately considered.

Evidence base

General Comments

- There is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested.
- The evidence base is inaccurate.
- The evidence base highlights negative impacts which the Council have not taken account of in its chosen strategy.
- Studies may not have been completed in time to inform the Plan and/or SA.
- The key findings from the evidence base confirm many of the concerns about the negative impact of development.

PR 04 a-c Strategic Housing Market Assessment (2014)

- The Oxfordshire Strategic Housing Market Assessment (SHMA) is out-dated and should be revisited.

PR 22 - Interim Transport Assessment (2016)

- The Transport Assessment is a large complex document that is difficult for residents to understand and which would have benefitted from a Non-Technical Summary.
- No evidence of properly costed and funded infrastructure improvements to deal with transport issues.
- Changes in some of the RAG metrics used in the Interim Transport Assessment ('ITA') compared to those used in the High-level Transport Assessment have led to favourable outcomes for Areas A and B.

PR 52 - Transport Assessment (2017)

- The TA was completed in July 2017 with missing Appendices added in August 2017.
- There is little or no evidence to suggest that the TA was available in time to inform consideration of options/ formulation of the preferred strategy.
- The SA report does not draw upon the TA, as evidenced by no consideration of the four "development scenarios" that are a focus of the TA.
- Transport evidence base and the associated environmental assessment work is fundamentally unsound and cannot be relied upon. Criticisms include assumptions for car driver mode share, accessibility to sustainable transport and jobs, and lack of modelling to test the effects of closing Sandy Lane.
- The Transport Assessment has modelled based on the successful delivery of all the proposed critical investments listed in Table 8-2 which are undeliverable.
- Sandy Lane closure as a well-used alternative route is not justified.
- The Shipton on Cherwell site should have scored higher in terms of its potential for sustainable transport links. The site is located in close proximity to a range of the proposed future transport investments and due to its size has the potential to provide suitable infrastructure to capitalise on these.
- There are inconsistencies between the Countywide high level transport assessments and the transport assessment for the Partial Review.
- Application of an urban commuting model onto a clearly rural site is unrealistic
- There are errors in the scoring and colouring in the transport assessment.

PR 32 - Cherwell Level 2 Strategic Flood Risk Assessment (2017)

- It is not clear that work was completed in time to inform consideration of options/formulation of the preferred strategy.
- Land at Shipton on Cherwell was not assessed in the Level 2 SFRA but the majority is in flood zone 1 and offers an opportunity for flood alleviation and ecological enhancement.
- The map does not indicate fields that were historically submerged in water in the heavy rains a few years ago.
- Environment Agency - The Level 2 SFRA does not use updated climate change allowances and therefore is not consistent with national planning policy.

PR 34 - Ecological Advice – Cumulative Impacts – June 2017

- Berks, Bucks & Oxon Wildlife Trust - Welcome that comments have been taken on board and that a cumulative impact assessment has been carried out to inform this stage of the process. However note that it only assesses the impact of seven site allocations and does not include other allocations sites in the area such as the Northern gateway and Wolvercote Papermill allocations in the Oxford City boundary. Understand that consideration of sites outside the district boundary might go beyond the remit of this plan, but are concerned that no strategic overview of potential cumulative ecological impacts in the area has been undertaken considering the amount of development taking place.
- Welcome that scoping surveys were carried out but considers they are high level and subject to considerable limitations. Concerned that surveys might not have been done at the optimum survey time and only from Public Rights of Way meaning that some ecological interest might not have been captured and/or missed.
- Feel that the survey information cannot be fully relied upon and more comprehensive surveys might reveal additional ecological interest that will need to be taken into account in the next stage of the site allocation process.
- Aerial photos suggest that some of the meadows proposed for development might comprise grassland of higher conservation value.
- Also note that impacts on Port Meadow SAC and other designated sites downstream is not considered in the report but, assume that this is covered in the Habitats Regulation Assessment (HRA) and Sustainability Appraisal.
- Questions the recommendation which is taken forward by the Council as proposed policy: "Within the proposed Local Nature Reserve (LNR), it is recommended that habitats be restored to SSSI quality which will enhance the value of the LNR as mitigation for any potential negative impacts on the SSSI" as there is no reason to suggest that it will be possible to create a SSSI.

PR 38 - Oxford - Cambridge Expressway Strategic Study

- The implications of the Expressway are not drawn out for the Partial Review.

PR 40 - Cherwell Green Belt Study and Addendum (2017)

- Questions the assessment of the Shipton-on-Cherwell quarry site as it is assessed as high sensitivity yet it is suggested as a location to be removed from the Green Belt.

- The Study included a Green Belt harm assessment which gives Shipton Quarry a rating ranging from high to moderate. The rating for the area to the east of the railway line should be no greater than moderate as it is proposed for ecological enhancement.
- The Addendum is a very brief study with little systematic analysis.
- The Study is not referenced anywhere else in the current consultation material so consultees will be unaware of the Council's reasons for defining precise boundaries.
- The study shows that there will be high/moderately high impacts should the majority of the sites in and around Kidlington be released to meet housing needs.
- For the sites west and north of Yarnton, the Addendum states that the hedgerow boundary to the north is not a strong feature but is consistent with the proposed new settlement edge to the east of the A44. Commentary such as this within an evidence base is not convincing when considering how to manage further growth because it has already been recognised that the proposed boundary does not present a strong feature as such opens up the possibility for challenges in the future.
- Oxford City Council - Notes that Figure 1 in the Addendum indicates an area for removal from the Green Belt that extends across the boundary in Oxford's administrative area. This approach is generally helpful in the context of the work currently also underway on a new Oxford Local Plan, however it is noted that the site area does not align exactly with the area in the Oxford Local Plan Preferred Options Document. The City Council is proposing to remove two small parcels from the Green Belt in this vicinity. The first, at Pear Tree Farm, aligns with Cherwell's study. The second parcel however is more limited than that shown in Figure 1 of the Cherwell study. The Partial Review map should be amended.

PR 43 - Proposed Submission Sustainability Appraisal (2017)

- The SA is supported by various site promoters
- The SA is too high level and broad
- The Plan does not consider the negative effects highlighted by the SA.
- The SA highlights how the Plan should not proceed due to the negative effects.
- Not all reasonable options have been considered
- Promoted sites outside Areas A and B should be assessed.
- The SA fails to report the adverse traffic congestion impact from the proposed development around Begbroke and Yarnton and is therefore flawed.
- The SA ignores the very special circumstances required to remove land from the Green Belt.
- The assessment process is inaccurate and ineffective.
- Other sites should score better and should be removed from Green Belt and allocated.
- The SA is too complex and inaccessible.
- The SA should have assessed parts of sites.

PR 44 – Habitats Regulations Assessment Screening Report – June 2017

- The Plan provides no explanation of why proposed allocations will not lead to an impact on Oxford Meadows SAC and does not reference the potential for in-combination effects. It relies on mitigating effects of the Plan, rather than avoiding them, contrary to the mitigation hierarchy in the NPPF.

PR 48 - Equalities Impact Assessment Screening

- There is no reference to site policies only development management policies.

PR 51 - Landscape Character Sensitivity and Capacity Assessment

- The quality of analysis and assessment is questionable.
- The various conclusions are not tabulated, and hence the step wise process is opaque.
- Analysis often goes beyond analysis of landscape capacity with little or no justification.
- There are numerous seemingly contradictory statements.
- Maps presented in Appendix E are highly inaccessible.
- No account is taken of nearby sensitivities.
- The LCSCA refers to the linear nature of the railway line not lending itself to residential development. Claimed that this linear part of the site is intended to work with the remainder of the Shipton Quarry and as such provides a potential boundary, travel route, recreation area etc. The Illustrative masterplan (included at Appendix 2) demonstrates how the whole site can accommodate residential development in a manner that is sympathetic to its surroundings.

PR 53 - Sequential Test and Exception Test (Flooding) – June 2017

- The report fails to demonstrate that proposed allocation PR8 is sequentially preferable to other options despite the flood risk.

PR 54 - Housing and Economic Land Availability Assessment (HELAA) - August 2017

- The HELAA has not been applied as an initial first step to inform site selection and this explains why it was only made available subsequent to the start of the consultation and in draft form only.
- The role of the HELAA has not been communicated well and has caused considerable confusion.
- General disagreement with the Council's site analysis and conclusions in the HEELA.
- The Government's new Local Authority Housing needs formula should inform the HEELA.
- The report should be more protective of rural settlement areas with a wording change to prioritise infilling and utilise brownfield land.
- Bloxham Parish Council - With regard to promoted land north and south of Milton Road, Bloxham, the draft HELAA has assessed this site as suitable for 'approximately 61 dwellings subject to more detailed consideration'. Taylor Wimpey's blog suggests the site could accommodate 250 homes which would be contrary to planning policy.

PR 71 - Draft Cherwell Water Cycle Study

- It is not clear that the study was completed in time to inform consideration of options/formulation of the preferred strategy and SA.
- EA – Clarification needed to show that there will be no deterioration in the water quality for the receiving watercourses as a result of the extra growth in housing numbers the Plan.

Officer Response

Officers are of the view that, in accordance with the NPPF, the proposed Plan is based on, adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. The Plan seeks to ensure an integrated approach to the provision of housing by planning to meet the needs of Oxford within a Cherwell context and within shared economic circumstances. It seeks to respond to relevant market and economic signals (for example, see Cherwell Strategic Economic Growth Study- evidence doc. PR41). Evidence cannot be produced in anticipation of all issues but, as required by the NPPF, it is proportionate. Where required by the statutory bodies updates to the evidence base have been sought.

The evidence base supporting the Plan is published on-line at <https://www.cherwell.gov.uk/info/112/evidence-base/369/local-plan-part-1-partial-review---evidence-base>. The Sustainability Appraisal (Appendices 5-7) includes an account of the most relevant evidence base that has informed the Appraisal process.

Evidence was initially gathered through the Oxfordshire Growth Board to support the examination of Oxford's unmet housing need and its apportionment. It continued through the issues and options stages of plan development to the production of the Proposed Submission document. Strategies, studies and assessments have informed the shaping of the Plan's vision, objectives and policies. They have sometimes, necessarily, informed each other (for example the Transport Assessment informing the Sustainability Appraisal). At each stage (issues, options and proposed submission) the consideration of representations has informed the Plan's development. Officers are of the view that the evidence gathering process has been robust, objective, proportionate and informative.

On some matters, it has been necessary to continue with evidence refinement or the production of supplemental evidence in response to representations received / issues raised.

Appendix 1

Public Notice and Statement of Representation Procedure

LOCAL PLAN DOCUMENTS AVAILABLE FOR INSPECTION

Partial Review of the Cherwell Local Plan 2011-2031 (Part 1): Oxford's Unmet Housing Need - Proposed Submission Documents

Cherwell District Council has prepared a proposed local plan to provide for additional development to help meet Oxford's unmet housing need.

The following documents are available for inspection and comment from **Monday 17 July 2017 to 5pm on Tuesday 29 August 2017**:

1. The local plan which the Council proposes to submit to the Secretary of State for Communities and Local Government
2. Policies maps showing the changes that would be made to the adopted policies map for the district
3. A sustainability appraisal report of the local plan
4. A statement of consultation setting out:
 - i. the bodies and persons previously invited to make representations
 - ii. how those bodies and persons were invited to make such representations
 - iii. a summary of the main issues raised by those representations, and
 - iv. how those main issues have been addressed in the Local Plan
5. Other supporting documents relevant to the preparation of the local plan
6. A statement of the procedure for making representations

Viewing the Documents

On-line at: www.cherwell.gov.uk/planningpolicyconsultation

Cherwell District Council Offices, Bodicote House, Bodicote, Banbury, OX15 4AA,
8.45am - 5.15pm Monday to Friday

Banbury Town Council, the Town Hall, Bridge Street, Banbury, OX16 5QB,
Monday to Thursday 9am-4.45pm, Friday 9am-4pm

Banbury Library, Marlborough Road, Banbury, OX16 5DB,
Monday 9am-1pm, Tuesday 9am - 7pm, Wednesday 9am-8pm, Thursday and Friday 9am-7pm,
Saturday 9am-4.30pm

Woodgreen Library, Woodgreen Leisure Centre, Woodgreen Avenue, Banbury, OX16 0AT,
Monday 10am-7pm, Wednesday 2pm-5pm, Thursday 10am-1pm, Friday 10am-5pm, Saturday
9.30am-1pm

Bicester Town Council, The Garth, Launton Road, Bicester, OX26 6PS,
Monday-Thursday 9am-5pm, Friday 9am-4pm

Bicester Library, Franklins House, Wesley Lane, Bicester, OX26 6JU,
Monday 9.30am-7pm, Tuesday 9.30-5pm, Wednesday and Thursday 9.30am-7pm, Friday 9.30am-
5pm, Saturday 9am-4.30pm

Kidlington Library, Ron Groves House, 23 Oxford Road, Kidlington, OX5 2BP,
Monday 9.30am-5pm, Tuesday 9.30am – 7pm, Wednesday 9.30am-1pm, Thursday
9.30am-5pm, Friday 9.30am-7pm, Saturday 9am-4.30pm

Adderbury Library, Church House, High Street, Adderbury, OX17 3LS,
Tuesday: 10am-12pm & 3pm-7pm, Thursday 2pm-5pm & 6 – 7pm, Friday 10am-12pm & 2 pm-5pm,
Saturday 9.30am-1pm

Deddington Library, The Old Court House, Horse Fair, Deddington, OX15 0SH,
Monday 2pm-5pm, 5.30pm-7pm, Wednesday 9.30am-1pm, Thursday
2pm-5pm, 5.30pm-7pm, Saturday 9.30am-1pm

Hook Norton Library, High Street, Hook Norton, Banbury, Oxon, OX15 5NH,
Monday 2pm-5pm, 6pm-7pm, Wednesday 2pm-5pm, Friday 2pm-5pm, 6pm-7pm, Saturday 9.30am-
12.30pm

Banbury LinkPoint, 43 Castle Quay, Banbury, Oxfordshire, OX15 5UW,
8.45am (10am Wednesday) to 5.15pm Monday to Friday

Bicester LinkPoint, Franklins House, Wesley Lane, Bicester, OX26 6JU,
8.45am (10am Wednesday) to 5.15pm Monday to Friday

Kidlington LinkPoint, Exeter Hall, Oxford Road, Kidlington, Oxon, OX5 1AB,
8.45am (10am Wednesday) to 5.15pm Monday to Friday

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Or by post to:

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Comments should be received no later than 5pm on Tuesday 29 August 2017. Any comments received will be made publicly available.

In making comments, you may request to be notified of the submission of the local plan for independent examination, the publication of the recommendations of the person appointed to carry out the examination and the adoption of the local plan.

YVONNE REES, JOINT CHIEF EXECUTIVE

LOCAL PLAN DOCUMENTS AVAILABLE FOR INSPECTION

Partial Review of the Cherwell Local Plan 2011-2031 (Part 1): Oxford's Unmet Housing Need - Proposed Submission Documents

Cherwell District Council has prepared a proposed local plan to provide for additional development to help meet Oxford's unmet housing need.

THE CONSULTATION PERIOD HAS BEEN EXTENDED

The following documents are available for inspection and comment from **Monday 17 July 2017 to 5pm on Tuesday 10 October 2017**.

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YVONNE REES, JOINT CHIEF EXECUTIVE

Appendix 2

Consultation letters/emails

Strategic Planning & the Economy

Adrian Colwell – Head of Strategic Planning & the Economy



*Bodicote House
Bodicote
Banbury
Oxfordshire
OX15 4AA*

www.cherwell.gov.uk

Please ask for Planning Policy Team
Email: planning.policy@cherwell-dc.gov.uk

Direct Dial: 01295 227985
Our Ref: Planning Policy Consultation

13 July 2017

Dear Sir/Madam

Notification of Cherwell District Council Planning Policy Consultation

Partial Review of the Cherwell Local Plan 2011-2031 (Part 1): Oxford's Unmet Housing Need – Availability of Proposed Submission Documents for Inspection

I write to notify you that Cherwell District Council is publishing a proposed Local Plan and supporting documents for inspection and submitting comments.

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Please find enclosed a copy of a 'Statement of the Representations Procedure' which states where and when the documents can be viewed and how to submit representations. We have also arranged a number of public exhibitions, the details of which are provided overleaf.

You have been sent this notification as your contact details are on our Local Plan database. If you no longer wish to be informed of our planning policy consultations then please let us know by telephoning 01295 227985 or by emailing planning.policy@cherwell-dc.gov.uk.

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Yours faithfully

David Peckford

David Peckford Deputy Manager - Planning Policy and Growth Strategy



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**PLANNING AND COMPULSORY PURCHASE ACT 2004
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Partial Review of the Cherwell Local Plan 2011-2031 (Part 1): Oxford's Unmet Housing Need

Proposed Submission Documents Available for Inspection

STATEMENT OF THE REPRESENTATIONS PROCEDURE

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From: [REDACTED]
Sent: 17 July 2017 09:00
Subject: Notification of Cherwell District Council Planning Policy Consultation
Attachments: Statement of the Representations Procedure - July 2017.pdf

Dear Sir/Madam

Notification of Cherwell District Council Planning Policy Consultation

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David Peckford

David Peckford Deputy Manager - Planning Policy and Growth Strategy

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Strategic Planning & the Economy

Adrian Colwell – Head of Strategic Planning & the Economy



*Bodicote House
Bodicote
Banbury
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www.cherwell.gov.uk

Please ask for: Planning Policy Team
Email: planning.policy@cherwell-dc.gov.uk

Direct Dial: 01295 227985
Our Ref: Planning Policy Consultation

3 August 2017

Dear Sir/Madam

Notification of Extended Cherwell District Council Planning Policy Consultation

Partial Review of the Cherwell Local Plan 2011-2031 (Part 1): Oxford's Unmet Housing Need

I write to notify you that Cherwell District Council is extending the period for receiving representations on the Partial Review of the Cherwell Local Plan 2011-2031 (Part 1): Oxford's Unmet Housing Need – Proposed Submission Plan – July 2017 until **5pm on 10 October 2017**.

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Deputy Manager - Planning Policy and Growth Strategy



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From: Planning Policy
Sent: 03 August 2017 18:11
Subject: Notification of Extended Cherwell District Council Planning Policy Consultation
Attachments: Statement of the Representations Procedure.pdf

3 August 2017

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David Peckford

David Peckford
Deputy Manager - Planning Policy and Growth Strategy

Appendix 3

Consultation Summary Leaflet

Cherwell Local Plan 2011 – 2031 (Part 1)

Partial Review – Oxford's Unmet Housing Need

your place • your space
• your say



Proposed Submission Plan - Summary Booklet

July 2017

The adopted Cherwell Local Plan Part 1 plans for growth to fully meet Cherwell’s development needs to 2031. It also commits to a ‘Partial Review’ of the Plan to help Oxford meet its unmet housing need. We have previously consulted on the issues and options involved in preparing the Partial Review and we also made a ‘call for sites’. We are now consulting on our Proposed Submission Plan.

This booklet provides a summary of the proposed Plan – its background, vision, objectives, strategy and policies. It highlights the sites that are proposed for development.

As this is only a summary, we recommend that the full Plan is read. It can be viewed along with supporting documents at: www.cherwell.gov.uk/planningpolicyconsultation. It is also available at Cherwell District Council offices, other locations across the district, and at selected locations in Oxford and West Oxfordshire (see p32).

We would like to know what you think of our proposed Plan. Details of public exhibitions and on how to comment are provided at the end of this booklet.

Some planning terms shown in **bold italics** are explained at the end of this booklet.

Background to the Partial Review

The ***Oxfordshire Strategic Housing Market Assessment*** (2014) indicates that there is a very high level of housing need to be met across the county. The adopted Cherwell Local Plan allocates land for growth to meet the level of housing need identified for Cherwell district. The Government’s ***National Planning Policy Framework*** and the statutory ***Duty to Cooperate*** require local authorities to work together to meet development requirements which cannot be met within their own areas.

Paragraph B.95 of the existing Cherwell Local Plan commits the council to seek to address the unmet housing needs arising from elsewhere in the ***Oxfordshire Housing Market Area***, particularly Oxford.

This Partial Review of the Local Plan is effectively an addendum to the existing Local Plan. It will sit alongside it and form part of the statutory Development Plan for the district. It is supported by evidence, community and stakeholder engagement and detailed assessments.

The Partial Review is not a wholesale review of the existing Local Plan. It focuses specifically on how to accommodate additional housing and associated infrastructure within Cherwell in order to help meet Oxford's housing need.

Oxford's Unmet Housing Need

The Oxfordshire local authorities have worked together for some time through the **Oxfordshire Growth Board** to identify how Oxford's unmet housing need might best be distributed across the county.

Oxford has a need for about 28,000 homes to be provided from 2011 to 2031.

On 26 September 2016, the Oxfordshire Growth Board decided that Oxford's agreed, unmet housing need (some 15,000 homes) should be apportioned to the Oxfordshire districts as follows:

| District | Apportionment – No. of Homes (Net) |
|---------------------|------------------------------------|
| Cherwell | 4400 |
| Oxford | 550 |
| South Oxfordshire* | 4950 |
| Vale of White Horse | 2200 |
| West Oxfordshire | 2750 |
| Total | 14,850 |

**Note: South Oxfordshire District Council did not agree to the apportionment*

Cherwell District Council must test whether a housing requirement of 4,400 dwellings would be appropriate for Cherwell and can be sustainably delivered through its statutory Local Plan process. This consultation is part of that process.

Context for Preparing the Plan

Oxfordshire Context

- The growth of Oxford and countywide planning
- The designation of the Oxford Green Belt to limit Oxford's outward growth
- The economic growth of the county and housing need
- The Oxfordshire Strategic Economic Plan
- The Local Transport Plan (LTP)

Oxford Context

- Development pressures
- Huge demand for market housing
- Pressing need for affordable housing
- Need to support key employment sectors
- Development constraints, scarcity of and competition for land
- Historic environment
- Green Belt
- Oxford Transport Strategy (LTP)
- Relationship between Cherwell and Oxford

Cherwell Context

- Existing communities
- Natural and historic environment
- Local identity
- Traffic and transport
- Delivery of the existing Local Plan strategy

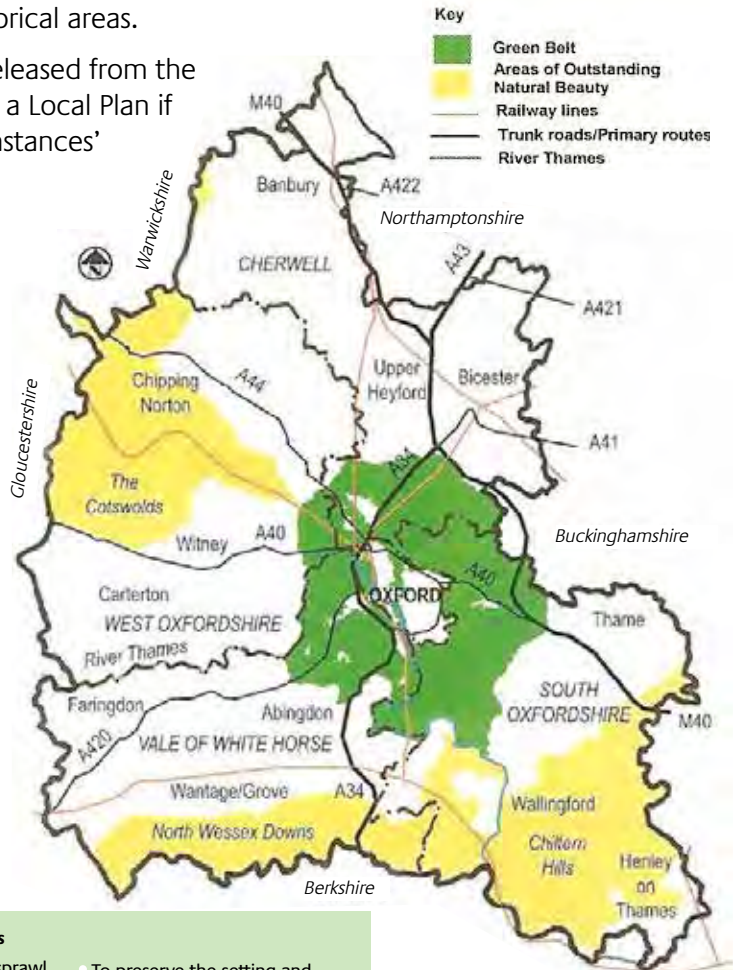
Wider Context

- Growth and planning in West Oxfordshire and Aylesbury
- Constraints such as historic and natural environment and transport
- Oxford-Milton Keynes - Cambridge Corridor

The Oxford Green Belt

The Green Belt provides a generally open setting to the urban area of Oxford and has prevented coalescence with neighbouring towns and villages. It has presented a major constraint on the city's expansion together with the floodplain and sensitive ecological and historical areas.

Land can only be released from the Green Belt through a Local Plan if 'exceptional circumstances' are demonstrated.



The Five Green Belt Purposes

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Our Vision for Meeting Oxford's Unmet Housing Needs

The evidence we have gathered and the consultation feedback we have received, have shaped our proposed vision for meeting Oxford's unmet housing needs.

The vision responds to the specific needs and growth of Oxford, the relationship between housing and employment, and the importance of building sustainable communities that are well related to Oxford and respect the Cherwell context.

Vision for Meeting Oxford's Unmet Housing Needs in Cherwell

To provide new development that meets Oxford's agreed, identified housing needs, supports the city's world-class economy, universities and its local employment base, and ensures that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation, and to its services and facilities. This development will be provided so that it:

- i. creates balanced and sustainable communities
- ii. is well connected to Oxford
- iii. is of exemplar design which responds distinctively and sensitively to the local built, historic and environmental context
- iv. is supported by necessary infrastructure
- v. provides for a range of household types and incomes reflecting Oxford's diverse needs
- vi. contributes to improving health and well-being, and
- vii. seeks to conserve and enhance the natural environment.

Do you support
this vision?

Our Objectives for Achieving the Vision

The existing Cherwell Local Plan provides fifteen strategic objectives for Cherwell (SO1 to SO15) in the interest of developing a sustainable local economy, for building sustainable communities and for ensuring sustainable development.

We have developed an additional four objectives to specifically achieve the vision for accommodating housing development for Oxford's needs.

Strategic Objective SO16

To work with Oxford City Council and Oxfordshire County Council, and other neighbouring authorities as required, in delivering Cherwell's contribution to meeting Oxford's unmet housing needs with its required infrastructure by 2031.

Strategic Objective SO17

To provide Cherwell's contribution to meeting Oxford's unmet housing needs so that it supports the projected economic growth which underpins the agreed Oxfordshire Strategic Housing Market Assessment 2014 and the local economies of Oxford and Cherwell

Do you
support these
Strategic
Objectives?

Strategic Objective SO18

To provide housing for Oxford so that it substantively provides affordable access to new homes for those requiring 'affordable' housing, new entrants to the housing market, key workers and those requiring access to Oxford's key employment areas, and to provide well designed development that responds to both needs and the local context.

Strategic Objective SO19

To provide Cherwell's contribution to meeting Oxford's unmet housing needs in such a way that it complements the County Council's Local Transport Plan, including where applicable, its Oxford Transport Strategy and so that it facilitates demonstrable and deliverable improvements to the availability of sustainable transport for access to Oxford.

Options Considered in Preparing the Plan

We have examined and consulted upon nine “Areas of Search” in preparing the Plan. They are shown on Figure 1. We considered whether these were suitable for accommodating development for Oxford’s needs individually and in combination:

Option A Kidlington and Surrounding Area

Option B North and East of Kidlington

Option C Junction 9, M40

Option D Arccott

Option E Bicester and Surrounding Area

Option F Former RAF Upper Heyford and Surrounding Area

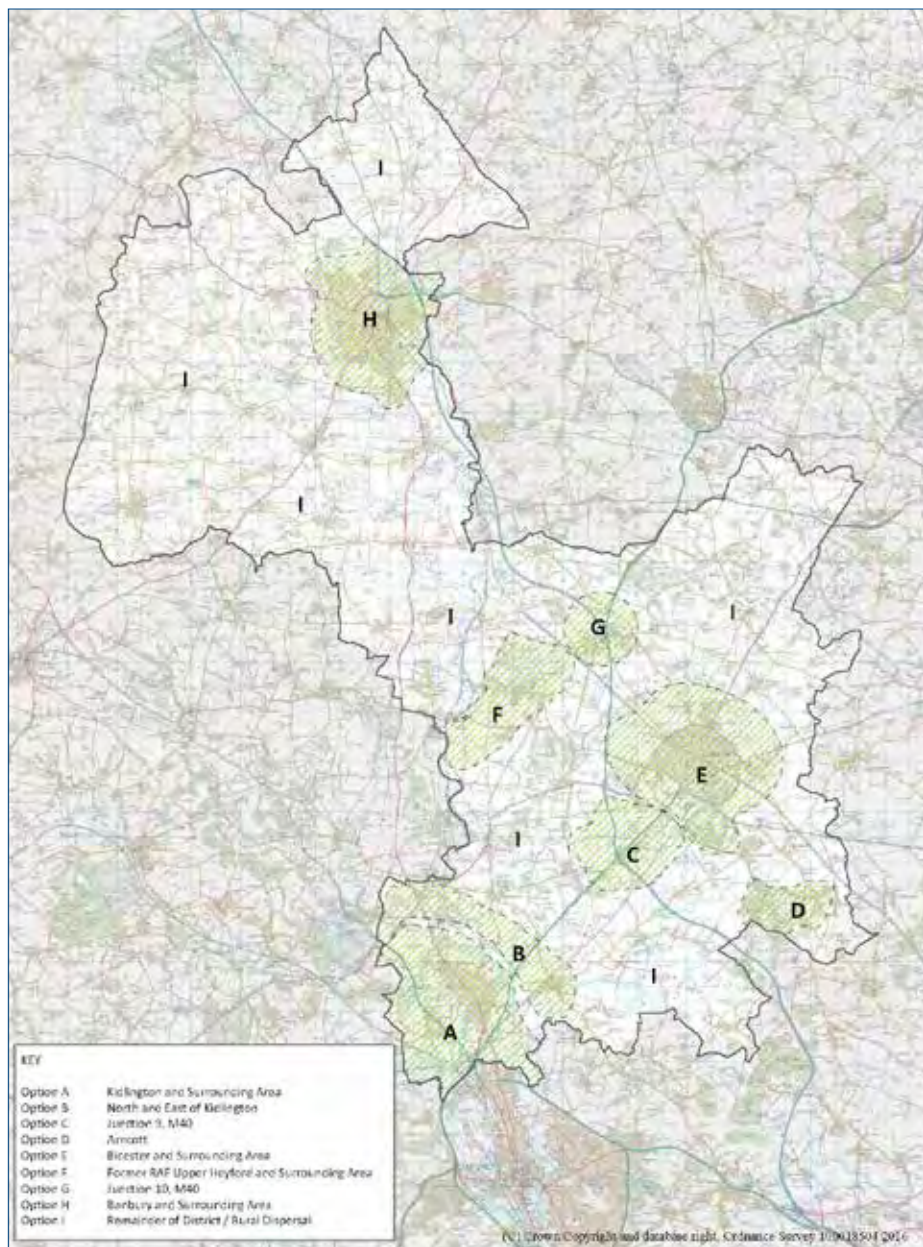
Option G Junction 10, M40

Option H Banbury and Surrounding Area

Option I Remainder of District / Rural Dispersal

Within these Areas of Search were a possible 147 sites each comprising at least two hectares of land.

Figure 1: The Areas of Search Considered




The Rejected Areas of Search

Options C to I were rejected as being unsuitable for meeting Oxford's needs having regard to our evidence base (including a Sustainability Appraisal) and the outcome of consultation and engagement.

The reasons for this are as follows:

Reasons for Rejecting Options C to I

- they were less well situated to build communities associated with Oxford
 - they were less well situated to assist with the delivery of the Oxford Transport Strategy, in terms of existing sustainable travel connectivity and the opportunity for sustainable commuter travel behaviour
 - they were more likely to result in a higher level of commuting to Oxford by private motor vehicle
 - they were likely to result in less affordable transport options for accessing Oxford for potential occupiers of affordable and low cost housing
- 
- more dispersed options provided less opportunity for strategic infrastructure investment (e.g. transport and education)
 - the likelihood that significant additional development could not be built at Bicester, Banbury and former RAF Upper Heyford by 2031 in addition to that in the existing Local Plan

The Selected Areas of Search

Option A (Kidlington and Surrounding Area) and **Option B** (North and East of Kidlington) were considered suitable to meet Oxford's needs and able to deliver the vision and objectives underpinning the Partial Review. The reasons for this are shown on the next page.

Do you agree with these reasons?

Reasons for Selecting Options A and B

- the proximity to Oxford, the existing availability of public transport and the opportunity to maximise the use of sustainable and affordable transport in accessing Oxford's key employment areas and services and facilities
- the opportunity to achieve an overall, proportionate reduction in reliance on the private motor vehicle in accessing Oxford's key employment areas and services and facilities and to achieve further investment in sustainable transport infrastructure
- the deliverability of sustainable transport improvements in comparison to other Areas of Search
- relationship of existing communities to Oxford
- existing economic relationship between the areas of search and Oxford
- the opportunity to provide affordable homes to meet Oxford's identified need close to the source of that need

It was also considered that these options would not significantly undermine the delivery of the development strategy for meeting Cherwell's needs set out in the existing Local Plan.

Site Options within Areas A and B

41 sites within Areas of Search A and B were assessed for inclusion in the Plan. We considered evidence and feedback from consultation. We prepared a **Habitats Regulations Assessment** and a **Sustainability Appraisal** to help consider the likely effects of development and the

cumulative effects of growth. Sites were considered for their suitability in meeting the Plan's vision and objectives. Sites within the Green Belt were only taken forward in the absence of other suitable alternatives.

The Strategy for North Oxford, Kidlington and the A44 Corridor

Our development strategy to meet the vision and objectives is based on

- a coherent, joined-up approach
- prioritising the need for development to be well connected to Oxford
- the need for development to be related to the area of the district that has the strongest economic and social relationships with Oxford
- the need for development to be fully integrated with the County Council's sustainable transport policies
- grasping the opportunities for distinctive place-shaping
- provide a consolidated approach to green infrastructure
- achieving net gains in biodiversity
- not undermining the strategy of the existing Local Plan
- not undermining the delivery of growth already planned at Bicester, Banbury and Former RAF Upper Heyford.

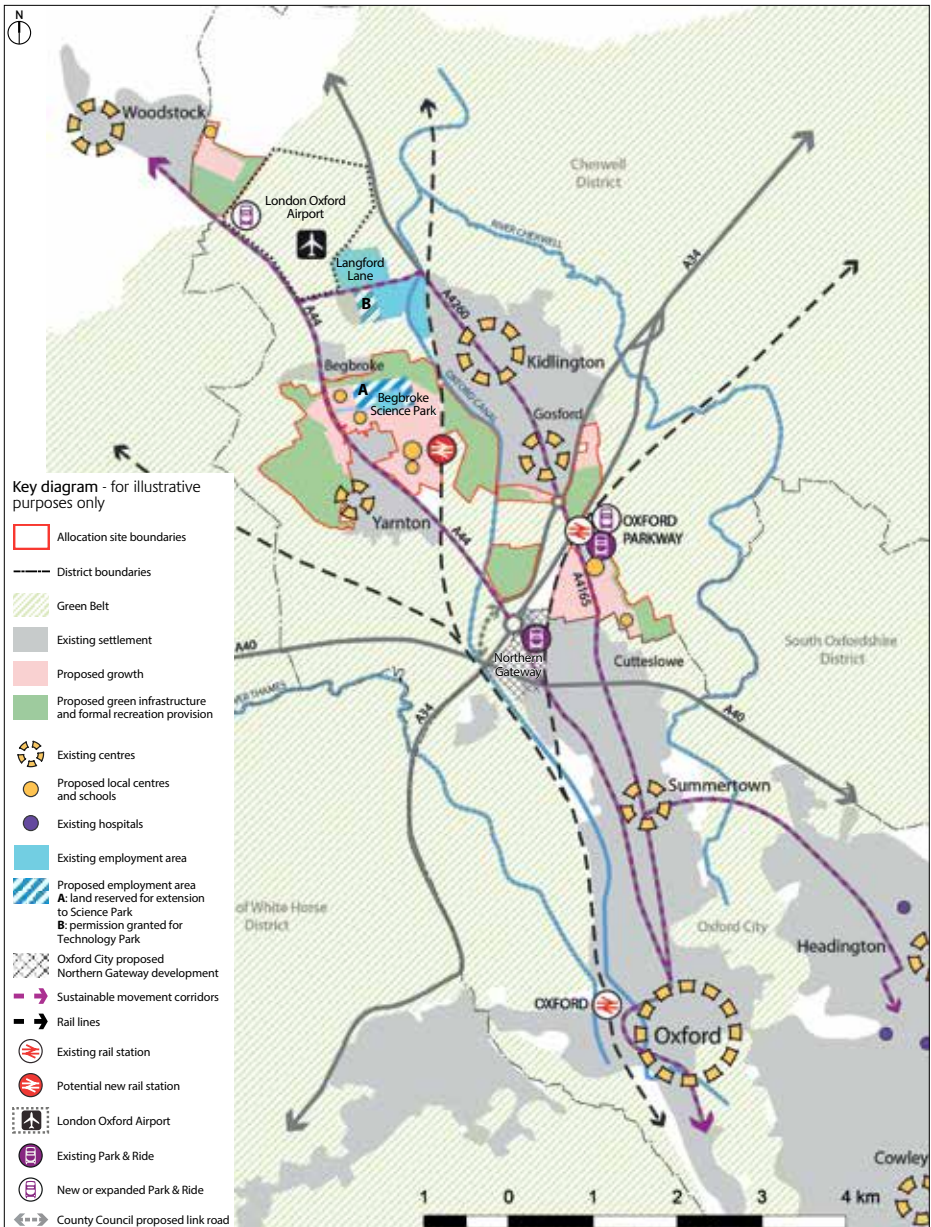
Our new strategy is Oxford specific - to provide homes where people can most readily connect to Oxford and sustainably access the city's employment areas, its universities, its services and facilities and its places of recreation.

To do this, our Plan focuses development in the area immediately north of Oxford, to the south of Kidlington and along the A44 Corridor (see Figure 2).

This directly affects the Cherwell parishes of Gosford and Water Eaton, Kidlington, Yarnton, Begbroke and Shipton-on-Cherwell and Thrupp and neighbouring communities in north Oxford and at Woodstock in West Oxfordshire.



Figure 2: Key Diagram - The Strategy Illustrated



Proposed Strategic Development Sites

We believe that the strategic development sites we have selected best achieve the Plan’s vision and objectives and will achieve sustainable development. The sites are listed below:

| Area | Policy / Site | No. of Homes |
|--------------|----------------------------------------------------|--------------|
| North Oxford | Policy PR6a – Land East of Oxford Road | 650 |
| | Policy PR6b – Land West of Oxford Road | 530 |
| | Policy PR6c – Land at Frieze Farm | - |
| Kidlington | Policy PR7a – Land South East of Kidlington | 230 |
| | Policy PR7b – Land at Stratfield Farm | 100 |
| Begbroke | Policy PR8 – Land East of the A44 | 1950 |
| Yarnton | Policy PR9 – Land West of Yarnton | 530 |
| Woodstock | Policy PR10 – Land South East of Woodstock | 410 |
| Total | | 4400 |

Proposed Policies for Delivering the Vision and Objectives

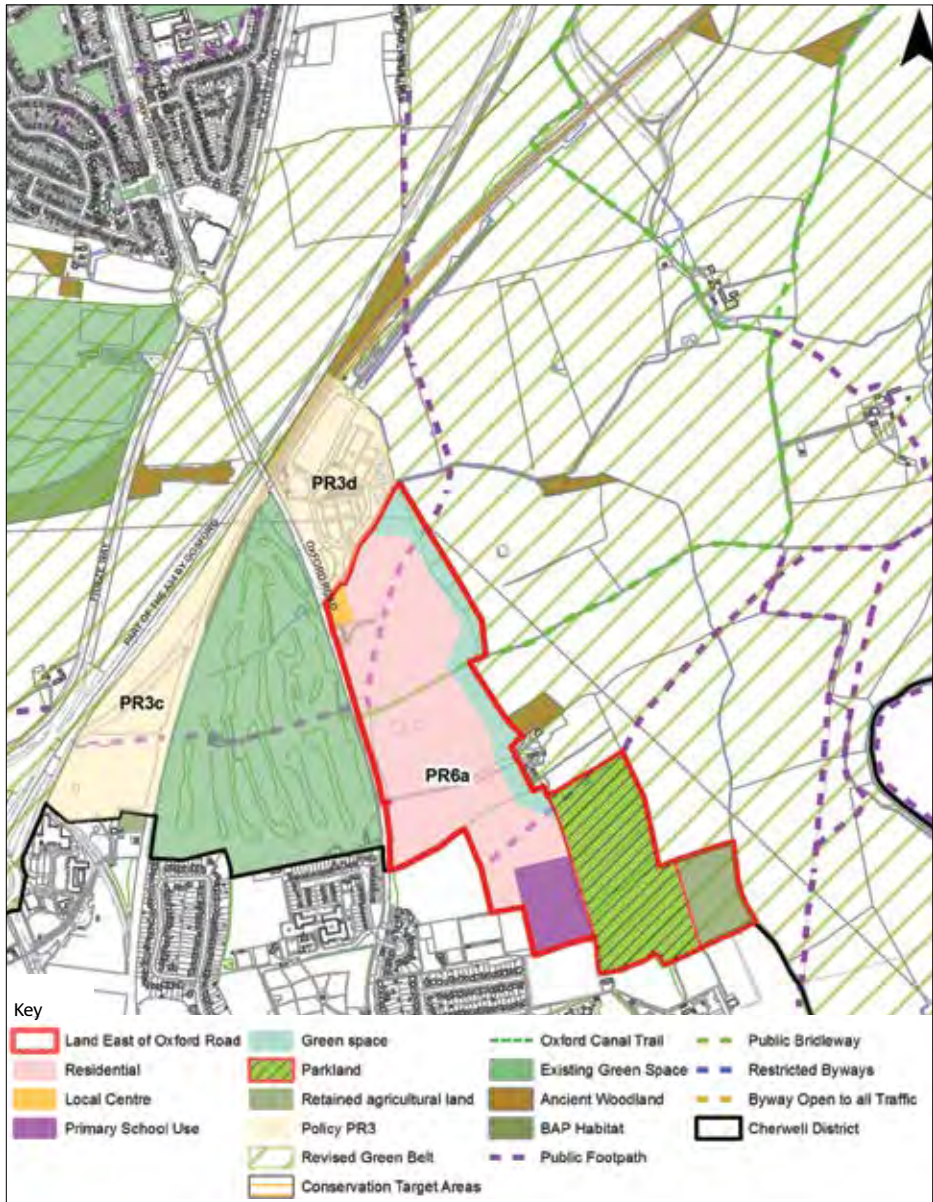
We have also developed policies to ensure that development meets our objectives and achieves sustainable development.



| |
|------------------------------------------------------------------------------------|
| Policy PR1 - deliver the required homes and achieve sustainable development |
| Policy PR2 - deliver a mix, tenure and size of homes to meet needs |
| Policy PR3 - allow for exceptional changes to the Green Belt |
| Policy PR4a - support affordable and sustainable transportation to Oxford |
| Policy PR4b - strengthen Kidlington centre through transport improvements |
| Policy PR5 - a consolidated and integrated approach to green infrastructure |
| Policy PR11 - ensure infrastructure delivery |
| Policy PR12a - ensure the delivery of sites and maintain housing supply |
| Policy PR12b - dealing with sites not allocated in the Plan |
| Policy PR13 - monitoring and securing delivery |

Key Site Proposals

Policy PR6a – Land East of Oxford Road



Policy PR6a – Land East of Oxford Road

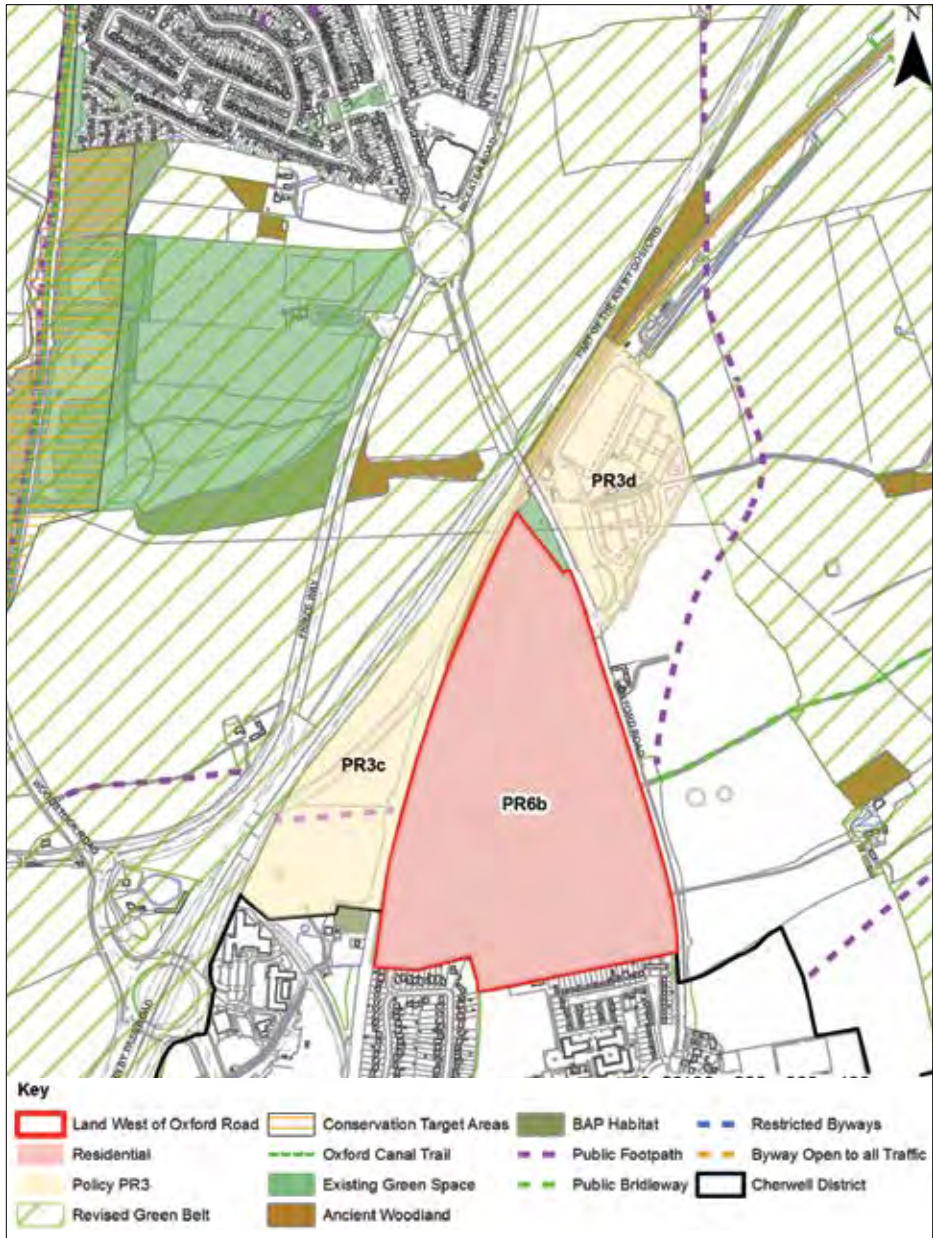
Location: Gosford and Water Eaton Parish, South of the A34, North of Cuttleslowe (Oxford)

Key Proposals:

- integrated urban extension to Oxford
- contemporary design
- 650 homes
- 50% affordable housing
- primary school
- local centre – retail, business, café/restaurant, community building, opportunity for health facilities
- formal sports, play areas and allotments
- public green space / extension to Cuttleslowe Park
- wildlife habitats
- green infrastructure network
- net biodiversity gains
- pedestrian, wheelchair and cycling connectivity
- retention of some agricultural land within the Green Belt
- sustainable travel opportunities
- requirement for a Development Brief and a scheme that responds to the 'gateway' location at the edge of Oxford



Policy PR6b – Land West of Oxford Road



Policy PR6b – Land West of Oxford Road

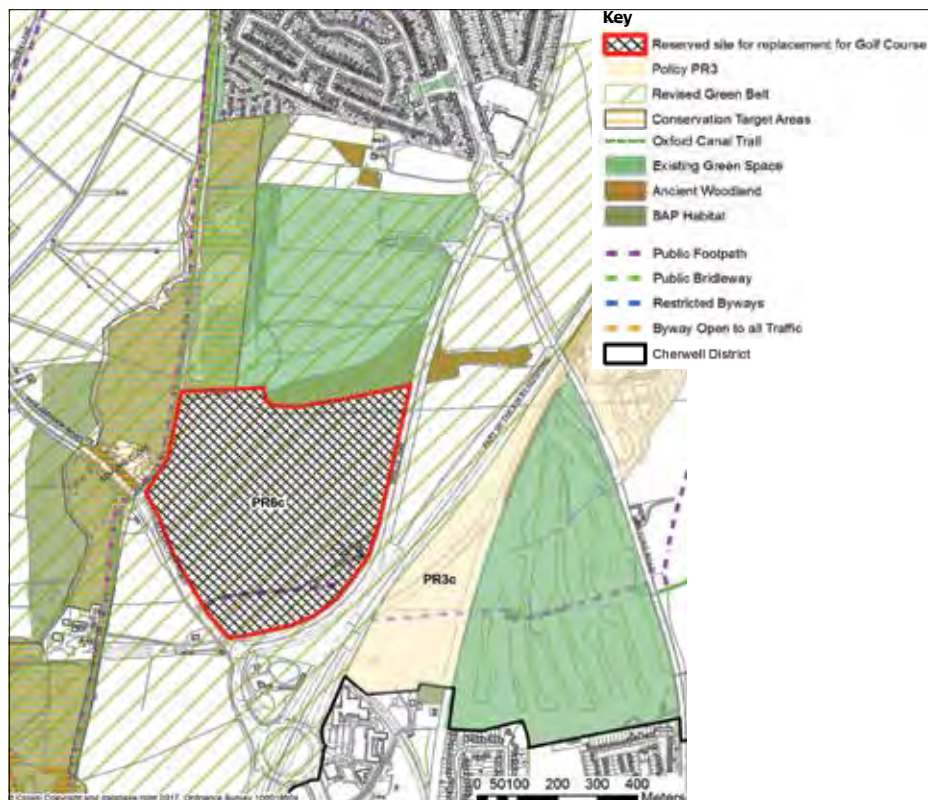
Location: Gosford and Water Eaton Parish, South of the A34, East of Railway, North of Wolvercote (Oxford)

Key Proposals:

- integrated urban extension to Oxford
- contemporary design
- 530 homes
- 50% affordable housing
- connectivity to land east of Oxford Road and west of the railway
- contributions to delivery of local centre and school to the east of Oxford Road
- formal sports, play areas and allotments
- wildlife corridors
- green infrastructure network
- net biodiversity gains
- scheme for the retention of significant trees, areas of woodland and hedgerows
- pedestrian, wheelchair and cycling connectivity
- sustainable travel opportunities
- requirement for a Development Brief and a scheme that responds to the ‘gateway’ location at the edge of Oxford



Policy PR6c – Land at Frieze Farm



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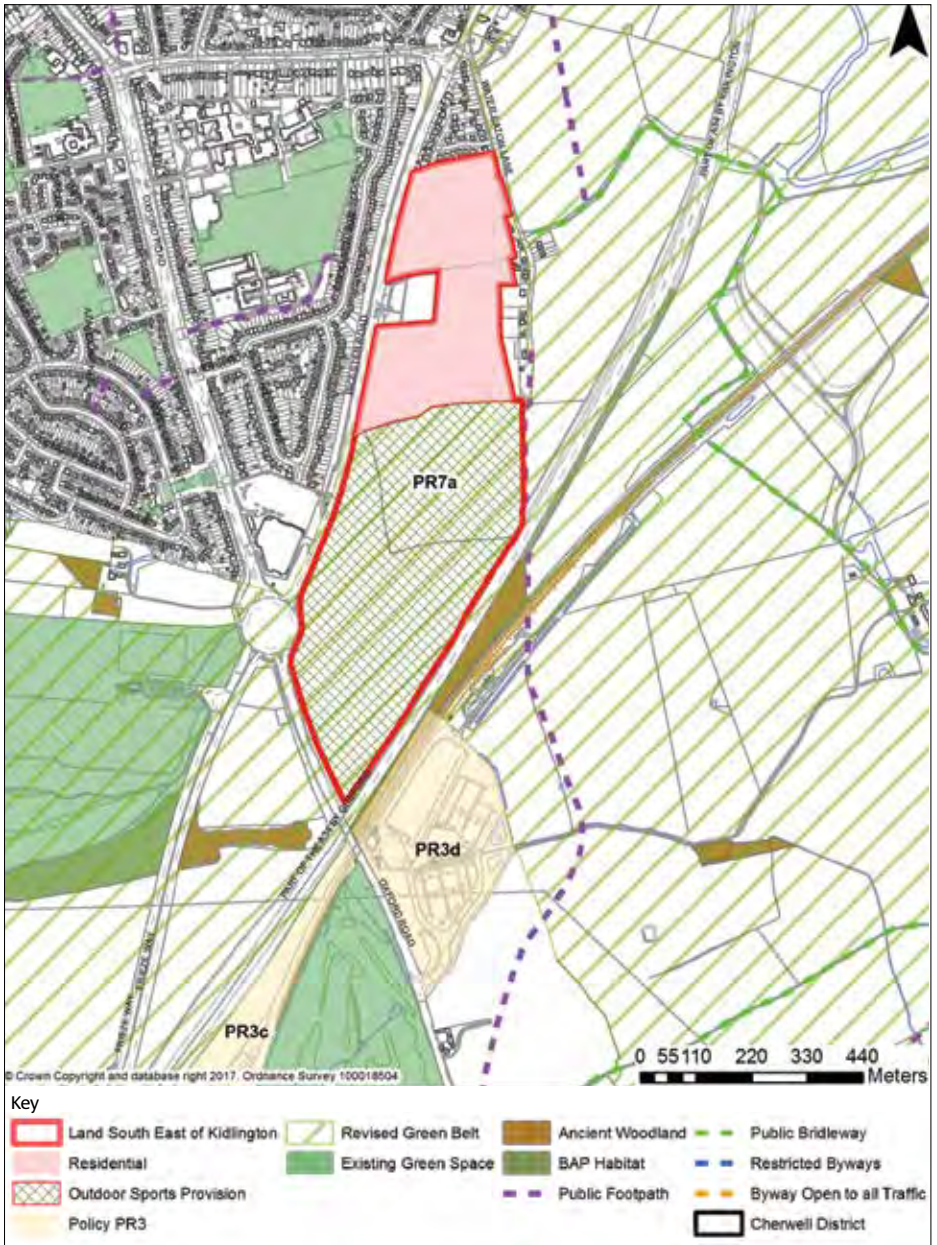
Policy PR6c – Land at Frieze Farm

Location: Gosford and Water Eaton Parish, North of A34 and Peartree Interchange, Between Kidlington and Oxford

Key Proposals:

- reserved site for potential construction of a golf course
- design principles to respond to landscape and Green Belt setting
- requirement for a development brief
- retention within the Green Belt

Policy PR7a – Land South East of Kidlington



Policy PR7a – Land South East of Kidlington

Location: Gosford and Water Eaton Parish, Between Kidlington and Water Eaton Lane

Key Proposals:

- integrated extension to Kidlington
- 230 homes
- 50% affordable housing
- extension to Kidlington cemetery
- formal sports provision including modern facilities for the wider community
- green infrastructure network
- play areas and allotments
- wildlife habitats
- woodland planting
- net biodiversity gains
- retention of some land within the Green Belt
- pedestrian, wheelchair and cycling connectivity
- sustainable travel opportunities
- requirement for a Development Brief and to respect the historic development pattern of Water Eaton Lane



Policy PR7b – Land at Stratfield Farm



Key

| | | | |
|--------------------------|---------------------------|-------------------|---------------------------|
| Land at Stratfield Farm | Revised Green Belt | Ancient Woodland | Public Bridleway |
| Residential | Conservation Target Areas | BAP Habitat | Restricted Byways |
| Green Space | Oxford Canal Trail | Public Footpath | Byway Open to all Traffic |
| Nature Conservation Area | Existing Green Space | Cherwell District | |

Policy PR7b – Land at Stratfield Farm

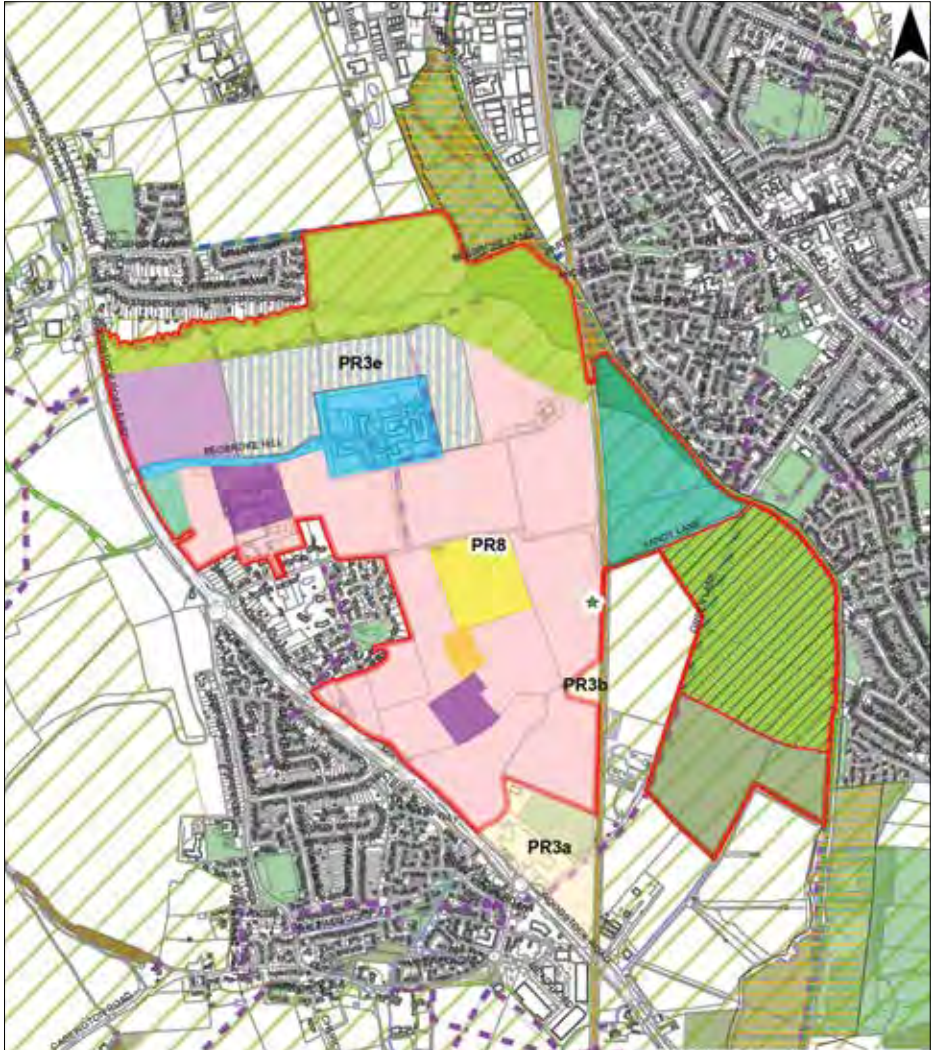
Location: Kidlington Parish, South Kidlington, West of Oxford Road

Key Proposals:

- integrated extension to Kidlington
- 100 homes
- 50% affordable housing
- contributions to secure a foot, cycle and wheelchair accessible bridge over the Oxford Canal
- new green link through the site / over the canal
- play areas and allotments and contributions to formal sports
- improvement of orchard for community benefit
- re-creation / restoration of hedgerows and field pattern
- nature conservation area
- wildlife habitats / corridors
- green infrastructure network
- net biodiversity gains
- enhancement of canal corridor
- protection and enhancement of Conservation Target Area
- retention of some land within the Green Belt
- restoration of Grade II Listed Stratfield Farmhouse
- pedestrian, wheelchair and cycling connectivity
- retention of some agricultural land
- sustainable travel opportunities
- requirement for a Development Brief and a high quality landscape setting



Policy PR8 – Land East of the A44



Key

| | | | |
|--------------------------------|----------------------------------------|--------------------------------------|---------------------------|
| Land East of the A44 | Former Landfill Site | Policy PPG3 | BAP Habitat |
| Residential | Green Space | Revised Green Belt | Public Footpath |
| Land Reserved for Employment | Local Nature Reserve | Conservation Target Areas | Public Sideway |
| Primary School Use | Nature Conservation Area | Sites of Special Scientific Interest | Restricted Byways |
| Secondary School Use | Parkland | Oxford Canal Trail | Byway Open to all Traffic |
| Local Centre | Retained agricultural land | Existing Green Space | Cherwell District |
| Existing Begbroke Science Park | Reserved Land for Railway Station/Hall | Ancient Woodland | |

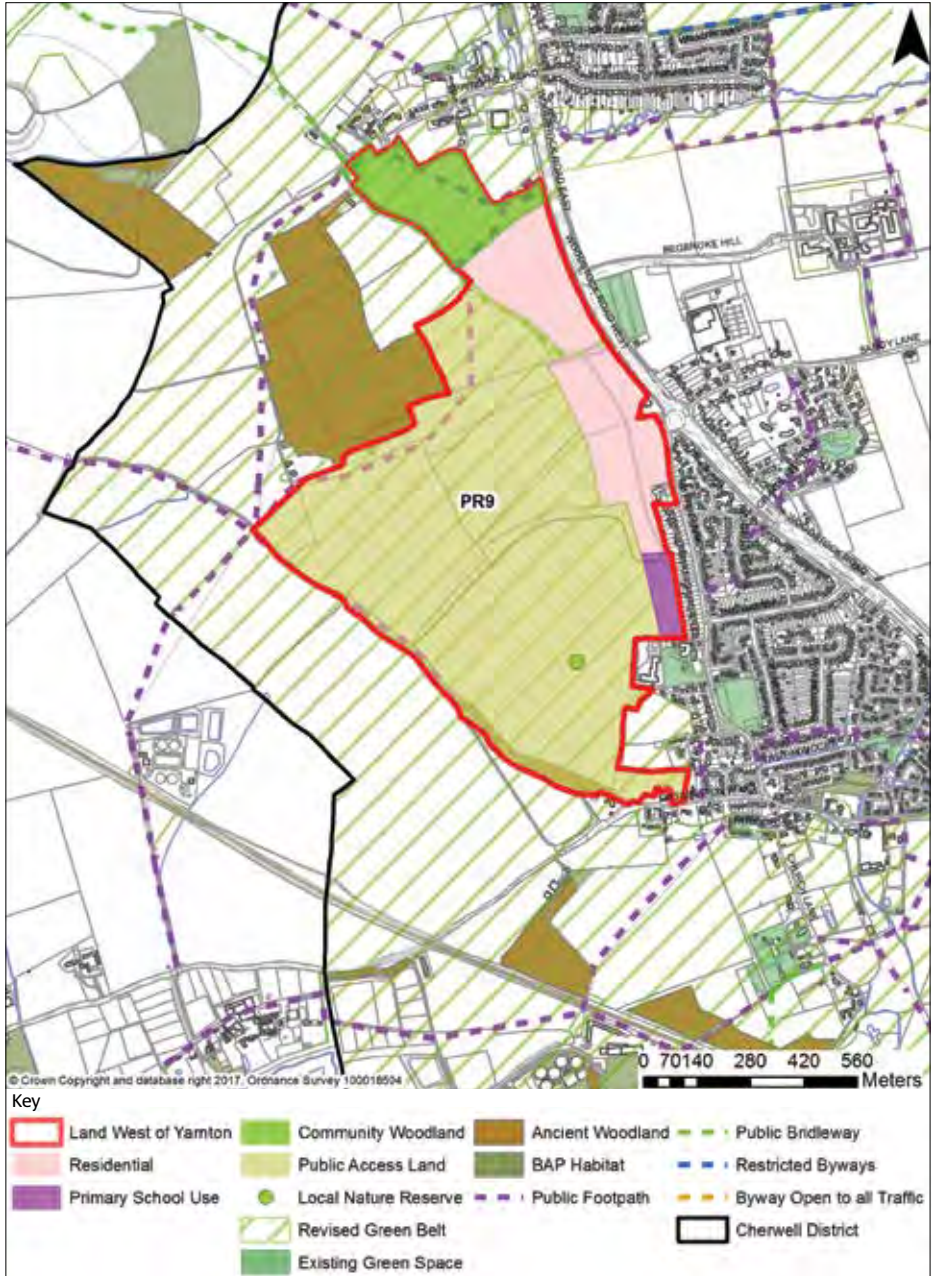
Policy PR8 – Land East of the A44

Location: Yarnton and Begbroke Parishes (small area in Kidlington Parish), Between Yarnton, Begbroke and Kidlington villages

Key Proposals:

- new urban neighbourhood
- 1,950 homes
- 50% affordable housing
- secondary school and primary school(s)
- local centre – retail, business, café/restaurant, community building, opportunity for health facilities
- formal sports and play areas and additional allotments
- Local Nature Reserve along Rowel Brook
- nature conservation area east of the railway
- public open green space / informal canalside parkland
- retention of some agricultural land
- provision for a pedestrian, cycle and wheelchair bridge over the Oxford Canal
- land for future railway halt/station
- land for expansion of Begbroke Science Park
- green infrastructure network
- net biodiversity gains
- improvement of Conservation Target Area (CTA)
- retention of land east of the railway and along Rowel Brook in the Green Belt
- pedestrian, wheelchair and cycling connectivity
- use of Sandy Lane as a green pedestrian, cycle and wheelchair route with railway crossing
- retention of some agricultural land
- sustainable travel opportunities
- remediation and use of landfill site
- requirement for a Development Brief and design which responds to the Science Park and canal location and to historic development of nearby villages

Policy PR9 – Land West of Yarnton



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Policy PR9 – Land West of Yarnton

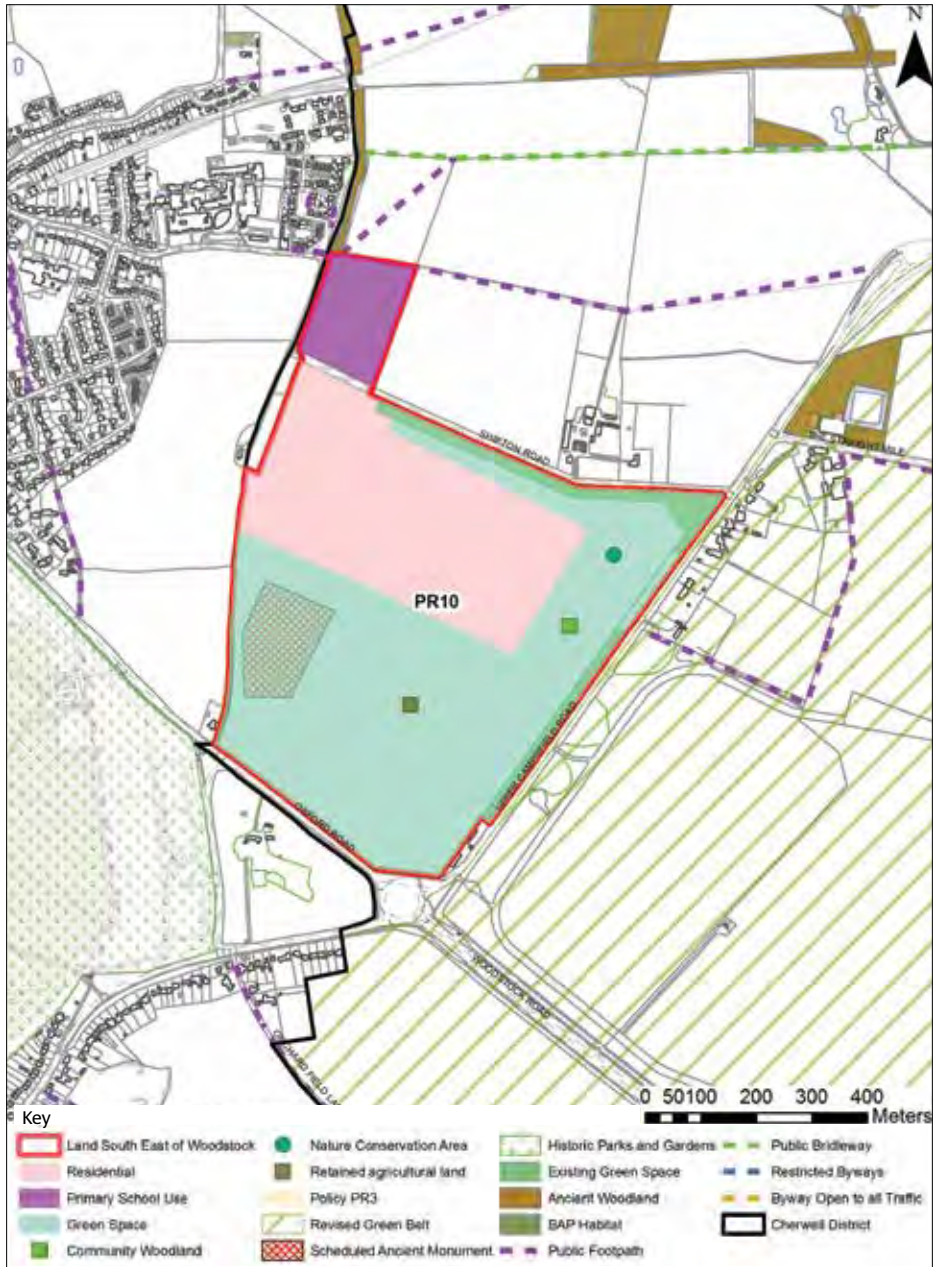
Location: Yarnton and Begbroke Parishes, North and West of Yarnton, South of Begbroke

Key Proposals:

- integrated extension to Yarnton
- 530 homes
- 50% affordable housing
- land for primary school use
- formal sports, play areas and allotments
- Local Nature Reserve accessible to school
- community woodland
- nature conservation area
- wildlife corridors
- green infrastructure network
- net biodiversity gains
- retention of some land within the Green Belt
- pedestrian, wheelchair and cycling connectivity
- retention of some agricultural land
- sustainable travel opportunities
- requirement for a Development Brief and sensitive approach to topography and landscape character



Policy PR10 – Land South East of Woodstock



Policy PR10 – Land South East of Woodstock

Location: Shipton-on-Cherwell and Thrupp Parish. Adjoins West Oxfordshire boundary, South-east of Woodstock, North of Bladon/ East of Blenheim

Key Proposals:

- integrated extension to Woodstock
- 410 homes
- 50% affordable housing
- provision for school facilities
- provision of a community facility
- formal sports, play areas and allotments
- community woodland
- retention of some land in agricultural use
- nature conservation area
- wildlife habitats/corridors
- green infrastructure network
- net biodiversity gains
- pedestrian, wheelchair and cycling connectivity
- sustainable travel opportunities
- requirement for a Development Brief. A scheme that clearly responds to the internationally and nationally significant heritage and proximity of Blenheim Palace and Blenheim Park and their public approaches. A scheme that enhances the built-up edge of Woodstock



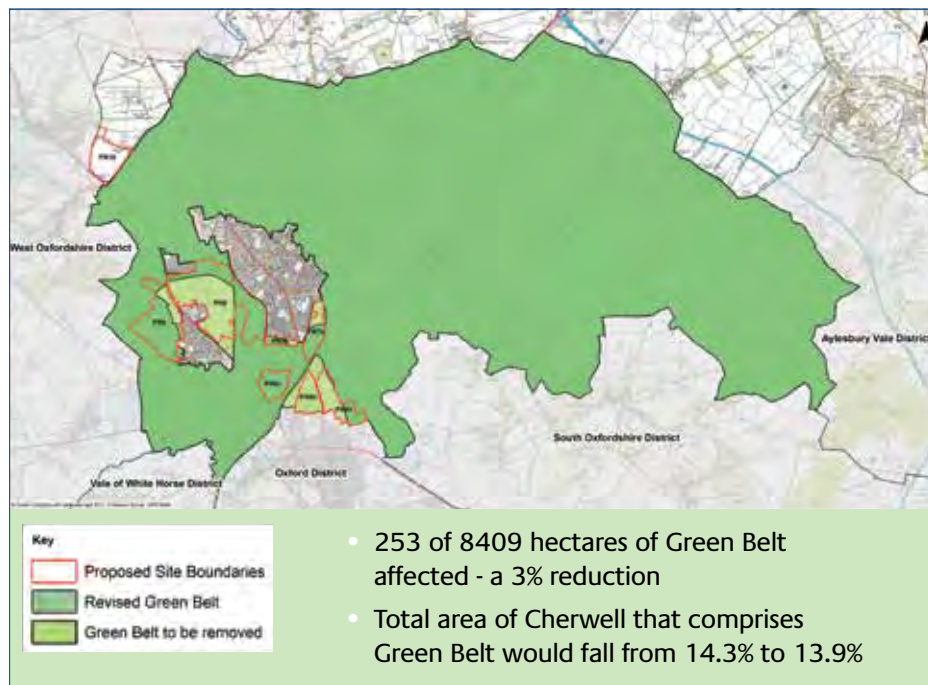
Do you agree with these reasons?

Exceptional Circumstances for Development in the Green Belt

All of the sites we have identified, other than land to the south-east of Woodstock, lie within the Oxford Green Belt. While our proposed policies seek to retain Green Belt land and protect it where possible, we consider that there are exceptional circumstances for the removal of land for development from the Green Belt. In brief these are:

- Oxford's urgent and pressing housing need
- the clear inability for Oxford to fully meet its own needs
- the absence of sustainable, deliverable and appropriate alternative sites
- the relationships between existing communities and the proposed development areas and Oxford
- the relationship of the proposed development areas to Oxford's Northern Gateway site, the University of Oxford's Begbroke Science Park, London-Oxford Airport and the Langford Lane area of Kidlington and the role of these areas in generating housing need
- the unique place shaping potential of land in the vicinity of the University of Oxford's Begbroke Science Park and Oxford canal
- the need for a cautious approach on land outside the Green Belt at Woodstock due to the presence of international and national heritage assets
- the improvement of transport infrastructure in the north Oxford / A44 / A4260 corridor areas
- the strengthening of Kidlington village centre related to sustainable transport improvements
- the opportunity for improvements to the quantity and quality of new public open space, green infrastructure, sport and recreation facilities and in terms of access to the countryside
- the ability to create a sustainable, joined-up vision for the whole of the north Oxford / Kidlington / A44 corridor area

Figure 3: Proposed Changes to the Green Belt





Have your say

Have your say

The Proposed Submission Plan and supporting documents are available at

www.cherwell.gov.uk/planningpolicyconsultation

Forms and guidance for making your comments are also available.

Comments can be made from Monday 17 July 2017 until 5pm on Tuesday 29 August 2017.

Your comments should refer specifically to the Plan. This booklet has only been produced as a guide. You may also wish to consider whether or not the Plan is 'sound' i.e. positively prepared, justified, effective and consistent with national policy.

The Plan is accompanied by a Sustainability Appraisal Report on which comments are also invited.

Copies of the consultation documents are available to view at public libraries across Cherwell, at the council's Linkpoints at Banbury, Bicester and Kidlington, at Banbury and Bicester Town Councils and Cherwell District Council's main office at Bodicote House, Bodicote, Banbury.

In Oxford, hard copies are available at the Oxford City Council offices at St.Aldate's Chambers, at Central Library (presently at 41 Castle Quarter) and at Old Marston and Summertown Libraries. In West Oxfordshire, hard copies are available at the District Council Offices at New Yatt Road, Witney, Woodstock Town Council offices, and at Woodstock Library.

Please email your comments to:

PlanningPolicyConsultation@cherwell-dc.gov.uk

Or send by post to:

Planning Policy Consultation
Planning Policy Team
Strategic Planning and the Economy
Cherwell District Council
Bodicote House, Bodicote
Banbury, OX15 4AA

Your name and contact address (email or postal) are required

You should receive a written acknowledgement. Email acknowledgements will be sent automatically by return.

Acknowledgements by post can be expected within five working days of your response being received.

If you do not receive a written acknowledgement, please contact the Planning Policy team on 01295 227985 to ensure that your comments have been received.

Any comments received will be made publicly available.

Staffed Exhibitions

Wednesday 19 July 2017 - 4pm to 8pm

Shipton-on-Cherwell Village Hall, Shipton-on-Cherwell, Kidlington, OX5 1JP

Friday 21 July 2017 - 4pm to 8pm

Yarnton Village Hall, The Paddocks, Yarnton, Kidlington, OX5 1TE

Thursday 27 July 2017 - 4pm to 8pm

Woodstock Community Centre, 32 New Road, Woodstock, OX20 1PB

Tuesday 1 August 2017 - 3.30pm to 7.30pm

Cuttleslowe Pavillion (next to the café), Cuttleslowe Park, Oxford

Wednesday 2 August 2017 - 4pm to 8pm

Begbroke Village Hall, 3 Begbroke Lane, Begbroke, Kidlington OX5 1RN

Thursday 17 August 2017 - 4pm to 8pm

Exeter Hall, Oxford Road, Kidlington, OX5 1AB

Next Steps

Following consultation on the Plan, it will be submitted to the Secretary of State for independent examination by a Planning Inspector. Your comments will be submitted to the Planning Inspector for consideration.

The purpose of the examination is to consider whether the Local Plan is legally compliant and 'sound' (positively prepared, justified, effective and consistent with national policy). Your comments should therefore refer to those matters.

The main stages for the Plan after this consultation are:

- Submission to Government (Regulation 22)
- Independent Examination (Regulation 24)
- Publication of the Planning Inspector's recommendations (Regulation 25)
- Adoption by the council (Regulation 26)

Glossary of Terms

Duty to Cooperate – a legal duty introduced by the Localism Act 2011. In preparing Local Plans, Local Authorities must engage constructively, actively and on an on-going basis.

Habitat Regulations Assessment (HRA) - HRA is required under the European Directive 92/43/ECC on the 'conservation of natural habitats and wild fauna and flora for plans' that may have an impact on European (Natura 2000) Sites. HRA is an assessment of the impacts of implementing a plan or policy on a Natura 2000 site.

National Planning Policy Framework - national policy produced by the Government to be followed in preparing Local Plans and determining planning applications.

Oxfordshire Growth Board - a joint committee of local authorities in Oxfordshire and including other non-voting members. Through the Oxfordshire Growth Board the Oxfordshire authorities are working together under the legal 'Duty to Cooperate'.

Oxfordshire Housing Market Area - the sub-regional housing market that Cherwell falls within. It includes the whole of the county of Oxfordshire.

Oxfordshire Strategic Housing Market Assessment - a study produced in 2014 by consultants on behalf of the Oxfordshire local authorities which contains an 'objective' assessment of housing needs across Oxfordshire. It is objective in that it does not apply constraints to the level of need.

Sustainability Appraisal - the process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of a European Directive. Required to be undertaken for all Local Plans.

For further information about this consultation, please contact the council's Planning Policy Team:

Planning Policy Team
Strategic Planning and the Economy
Cherwell District Council
Bodicote House
Bodicote
Banbury
OX15 4AA

Call: 01295 227985

Cherwell Local Plan 2011 – 2031 (Part 1)

Partial Review – Oxford's Unmet Housing Need

your place • your space
your say



Proposed Submission Plan - Summary Booklet

July 2017 (Updated)

Cherwell

DISTRICT COUNCIL
NORTH OXFORDSHIRE

The adopted Cherwell Local Plan Part 1 plans for growth to fully meet Cherwell’s development needs to 2031. It also commits to a ‘Partial Review’ of the Plan to help Oxford meet its unmet housing need. We have previously consulted on the issues and options involved in preparing the Partial Review and we also made a ‘call for sites’. We are now consulting on our Proposed Submission Plan.

This booklet provides a summary of the proposed Plan – its background, vision, objectives, strategy and policies. It highlights the sites that are proposed for development.

As this is only a summary, we recommend that the full Plan is read. It can be viewed along with supporting documents at: www.cherwell.gov.uk/planningpolicyconsultation. It is also available at Cherwell District Council offices, other locations across the district, and at selected locations in Oxford and West Oxfordshire (see p32).

We would like to know what you think of our proposed Plan. Details of public exhibitions and on how to comment are provided at the end of this booklet.

Some planning terms shown in **bold italics** are explained at the end of this booklet.

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Paragraph B.95 of the existing Cherwell Local Plan commits the council to seek to address the unmet housing needs arising from elsewhere in the ***Oxfordshire Housing Market Area***, particularly Oxford.

This Partial Review of the Local Plan is effectively an addendum to the existing Local Plan. It will sit alongside it and form part of the statutory Development Plan for the district. It is supported by evidence, community and stakeholder engagement and detailed assessments.

The Partial Review is not a wholesale review of the existing Local Plan. It focuses specifically on how to accommodate additional housing and associated infrastructure within Cherwell in order to help meet Oxford's housing need.

Oxford's Unmet Housing Need

The Oxfordshire local authorities have worked together for some time through the **Oxfordshire Growth Board** to identify how Oxford's unmet housing need might best be distributed across the county.

Oxford has a need for about 28,000 homes to be provided from 2011 to 2031.

On 26 September 2016, the Oxfordshire Growth Board decided that Oxford's agreed, unmet housing need (some 15,000 homes) should be apportioned to the Oxfordshire districts as follows:

| District | Apportionment – No. of Homes (Net) |
|---------------------|------------------------------------|
| Cherwell | 4400 |
| Oxford | 550 |
| South Oxfordshire* | 4950 |
| Vale of White Horse | 2200 |
| West Oxfordshire | 2750 |
| Total | 14,850 |

**Note: South Oxfordshire District Council did not agree to the apportionment*

Cherwell District Council must test whether a housing requirement of 4,400 dwellings would be appropriate for Cherwell and can be sustainably delivered through its statutory Local Plan process. This consultation is part of that process.

Context for Preparing the Plan

Oxfordshire Context

- The growth of Oxford and countywide planning
- The designation of the Oxford Green Belt to limit Oxford's outward growth
- The economic growth of the county and housing need
- The Oxfordshire Strategic Economic Plan
- The Local Transport Plan (LTP)

Oxford Context

- Development pressures
- Huge demand for market housing
- Pressing need for affordable housing
- Need to support key employment sectors
- Development constraints, scarcity of and competition for land
- Historic environment
- Green Belt
- Oxford Transport Strategy (LTP)
- Relationship between Cherwell and Oxford

Cherwell Context

- Existing communities
- Natural and historic environment
- Local identity
- Traffic and transport
- Delivery of the existing Local Plan strategy

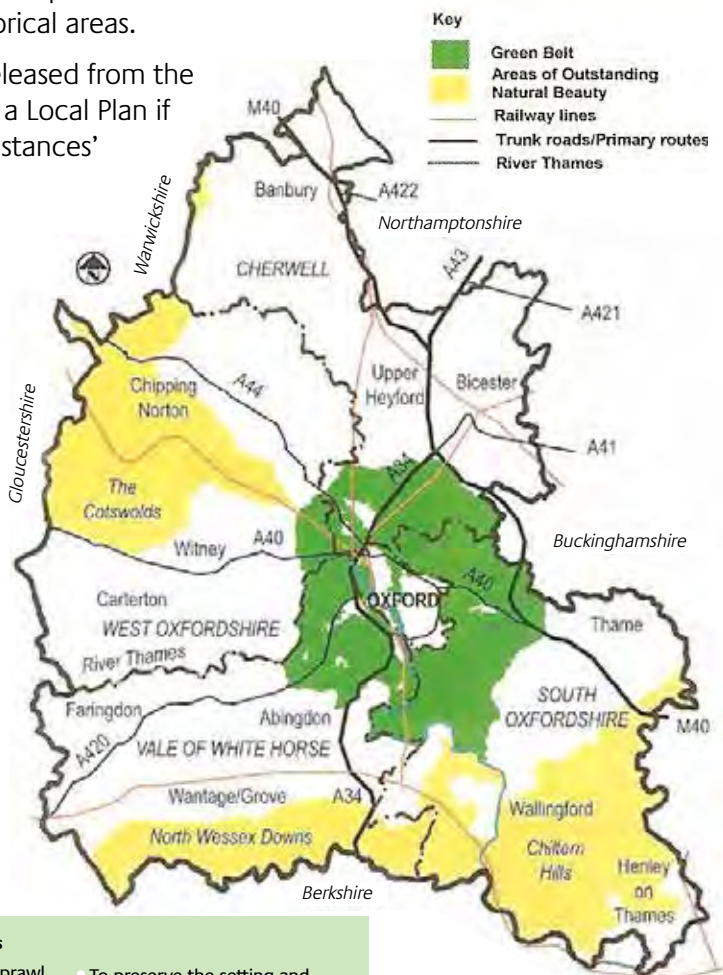
Wider Context

- Growth and planning in West Oxfordshire and Aylesbury
- Constraints such as historic and natural environment and transport
- Oxford-Milton Keynes - Cambridge Corridor

The Oxford Green Belt

The Green Belt provides a generally open setting to the urban area of Oxford and has prevented coalescence with neighbouring towns and villages. It has presented a major constraint on the city's expansion together with the floodplain and sensitive ecological and historical areas.

Land can only be released from the Green Belt through a Local Plan if 'exceptional circumstances' are demonstrated.



The Five Green Belt Purposes

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Our Vision for Meeting Oxford's Unmet Housing Needs

The evidence we have gathered and the consultation feedback we have received, have shaped our proposed vision for meeting Oxford's unmet housing needs.

The vision responds to the specific needs and growth of Oxford, the relationship between housing and employment, and the importance of building sustainable communities that are well related to Oxford and respect the Cherwell context.

Vision for Meeting Oxford's Unmet Housing Needs in Cherwell

To provide new development that meets Oxford's agreed, identified housing needs, supports the city's world-class economy, universities and its local employment base, and ensures that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation, and to its services and facilities. This development will be provided so that it:

- i. creates balanced and sustainable communities
- ii. is well connected to Oxford
- iii. is of exemplar design which responds distinctively and sensitively to the local built, historic and environmental context
- iv. is supported by necessary infrastructure
- v. provides for a range of household types and incomes reflecting Oxford's diverse needs
- vi. contributes to improving health and well-being, and
- vii. seeks to conserve and enhance the natural environment.

Do you support
this vision?

Our Objectives for Achieving the Vision

The existing Cherwell Local Plan provides fifteen strategic objectives for Cherwell (SO1 to SO15) in the interest of developing a sustainable local economy, for building sustainable communities and for ensuring sustainable development.

We have developed an additional four objectives to specifically achieve the vision for accommodating housing development for Oxford's needs.

Strategic Objective SO16

To work with Oxford City Council and Oxfordshire County Council, and other neighbouring authorities as required, in delivering Cherwell's contribution to meeting Oxford's unmet housing needs with its required infrastructure by 2031.

Strategic Objective SO17

To provide Cherwell's contribution to meeting Oxford's unmet housing needs so that it supports the projected economic growth which underpins the agreed Oxfordshire Strategic Housing Market Assessment 2014 and the local economies of Oxford and Cherwell

Do you
support these
Strategic
Objectives?

Strategic Objective SO18

To provide housing for Oxford so that it substantively provides affordable access to new homes for those requiring 'affordable' housing, new entrants to the housing market, key workers and those requiring access to Oxford's key employment areas, and to provide well designed development that responds to both needs and the local context.

Strategic Objective SO19

To provide Cherwell's contribution to meeting Oxford's unmet housing needs in such a way that it complements the County Council's Local Transport Plan, including where applicable, its Oxford Transport Strategy and so that it facilitates demonstrable and deliverable improvements to the availability of sustainable transport for access to Oxford.

Options Considered in Preparing the Plan

We have examined and consulted upon nine “Areas of Search” in preparing the Plan. They are shown on Figure 1. We considered whether these were suitable for accommodating development for Oxford’s needs individually and in combination:

Option A Kidlington and Surrounding Area

Option B North and East of Kidlington

Option C Junction 9, M40

Option D Arccott

Option E Bicester and Surrounding Area

Option F Former RAF Upper Heyford and Surrounding Area

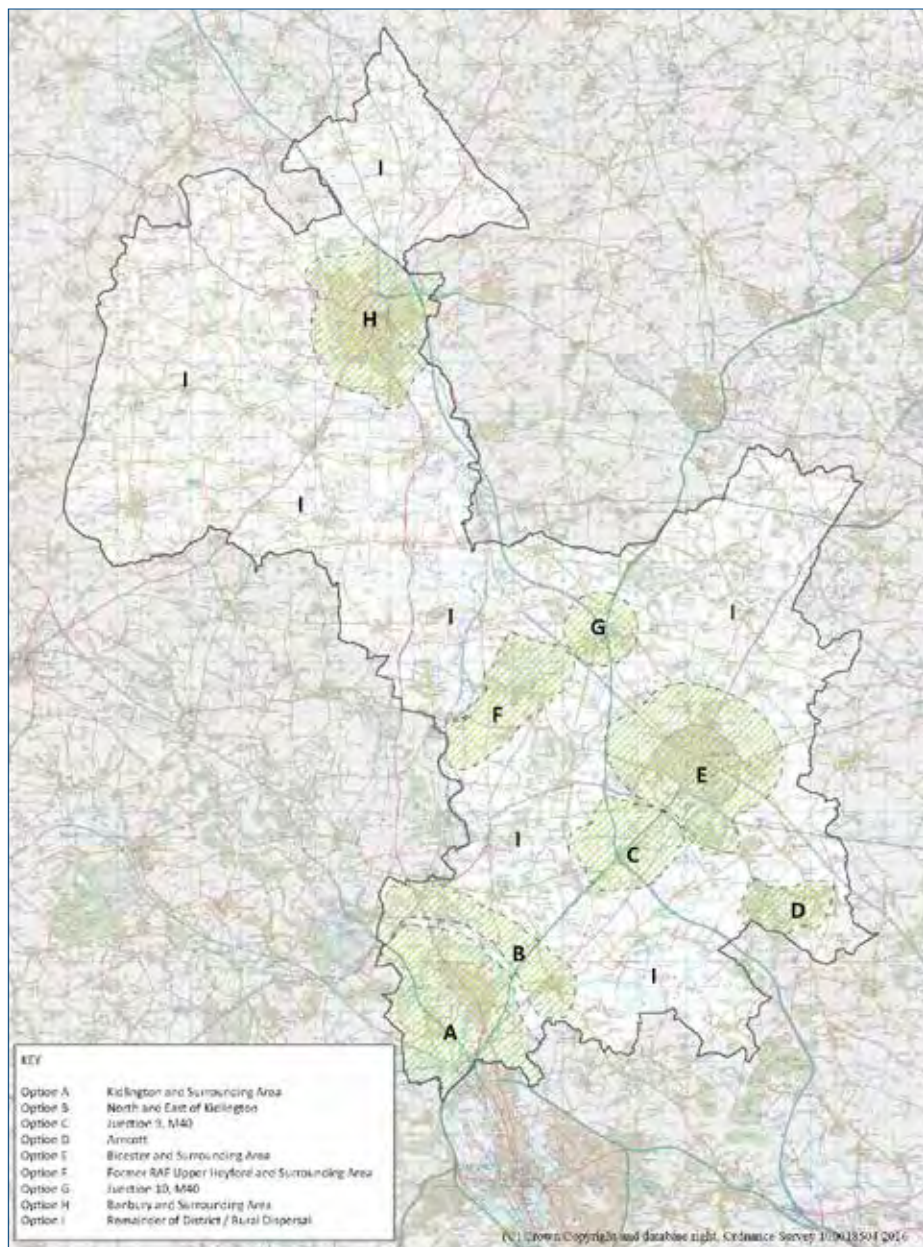
Option G Junction 10, M40

Option H Banbury and Surrounding Area

Option I Remainder of District / Rural Dispersal

Within these Areas of Search were a possible 147 sites each comprising at least two hectares of land.

Figure 1: The Areas of Search Considered




The Rejected Areas of Search

Options C to I were rejected as being unsuitable for meeting Oxford's needs having regard to our evidence base (including a Sustainability Appraisal) and the outcome of consultation and engagement.

The reasons for this are as follows:

Reasons for Rejecting Options C to I

- they were less well situated to build communities associated with Oxford
 - they were less well situated to assist with the delivery of the Oxford Transport Strategy, in terms of existing sustainable travel connectivity and the opportunity for sustainable commuter travel behaviour
 - they were more likely to result in a higher level of commuting to Oxford by private motor vehicle
 - they were likely to result in less affordable transport options for accessing Oxford for potential occupiers of affordable and low cost housing
- 
- more dispersed options provided less opportunity for strategic infrastructure investment (e.g. transport and education)
 - the likelihood that significant additional development could not be built at Bicester, Banbury and former RAF Upper Heyford by 2031 in addition to that in the existing Local Plan

The Selected Areas of Search

Option A (Kidlington and Surrounding Area) and **Option B** (North and East of Kidlington) were considered suitable to meet Oxford's needs and able to deliver the vision and objectives underpinning the Partial Review. The reasons for this are shown on the next page.

Do you agree with these reasons?

Reasons for Selecting Options A and B

- the proximity to Oxford, the existing availability of public transport and the opportunity to maximise the use of sustainable and affordable transport in accessing Oxford's key employment areas and services and facilities
- the opportunity to achieve an overall, proportionate reduction in reliance on the private motor vehicle in accessing Oxford's key employment areas and services and facilities and to achieve further investment in sustainable transport infrastructure
- the deliverability of sustainable transport improvements in comparison to other Areas of Search
- relationship of existing communities to Oxford
- existing economic relationship between the areas of search and Oxford
- the opportunity to provide affordable homes to meet Oxford's identified need close to the source of that need

It was also considered that these options would not significantly undermine the delivery of the development strategy for meeting Cherwell's needs set out in the existing Local Plan.

Site Options within Areas A and B

41 sites within Areas of Search A and B were assessed for inclusion in the Plan. We considered evidence and feedback from consultation. We prepared a **Habitats Regulations Assessment** and a **Sustainability Appraisal** to help consider the likely effects of development and the

cumulative effects of growth. Sites were considered for their suitability in meeting the Plan's vision and objectives. Sites within the Green Belt were only taken forward in the absence of other suitable alternatives.

The Strategy for North Oxford, Kidlington and the A44 Corridor

Our development strategy to meet the vision and objectives is based on

- a coherent, joined-up approach
- prioritising the need for development to be well connected to Oxford
- the need for development to be related to the area of the district that has the strongest economic and social relationships with Oxford
- the need for development to be fully integrated with the County Council's sustainable transport policies
- grasping the opportunities for distinctive place-shaping
- provide a consolidated approach to green infrastructure
- achieving net gains in biodiversity
- not undermining the strategy of the existing Local Plan
- not undermining the delivery of growth already planned at Bicester, Banbury and Former RAF Upper Heyford.

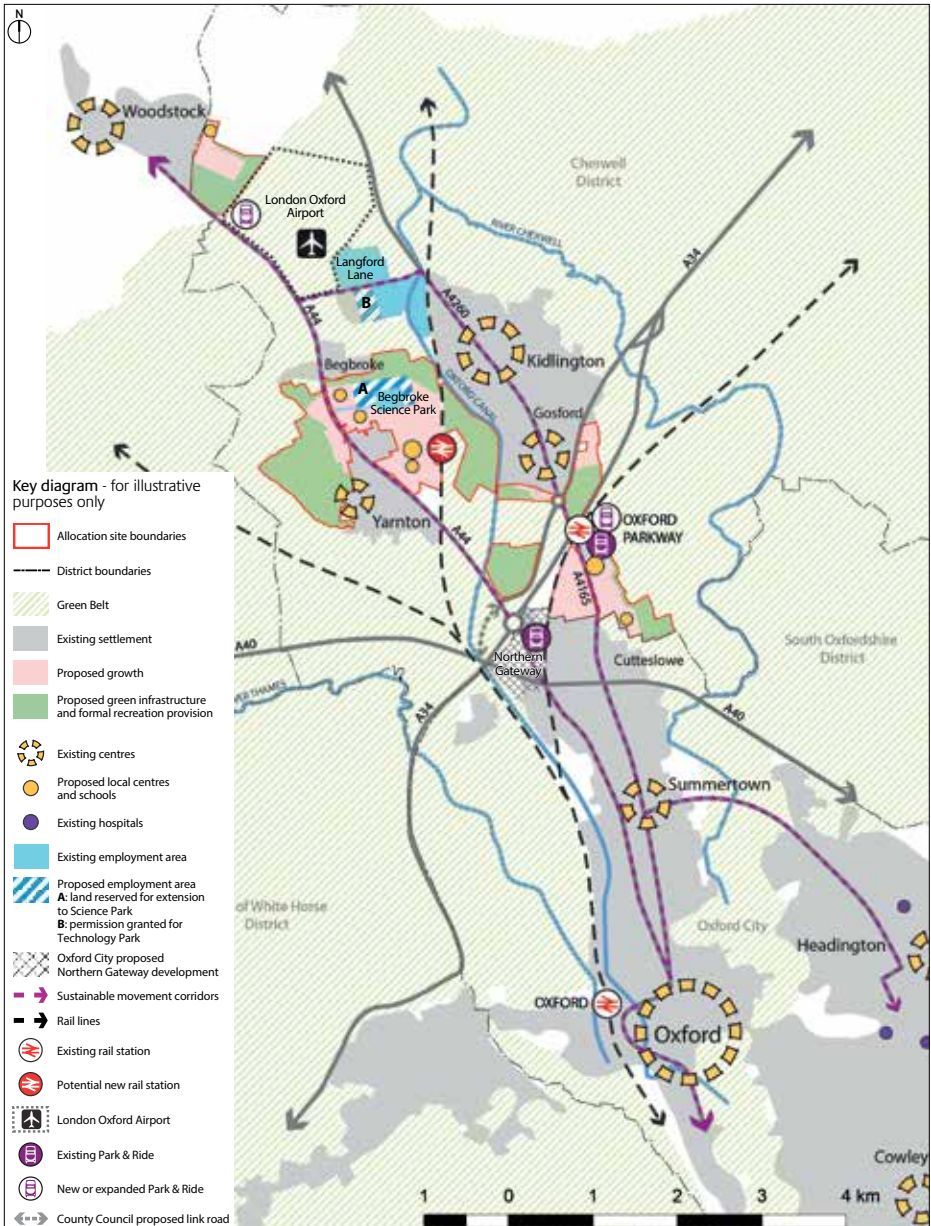
Our new strategy is Oxford specific - to provide homes where people can most readily connect to Oxford and sustainably access the city's employment areas, its universities, its services and facilities and its places of recreation.

To do this, our Plan focuses development in the area immediately north of Oxford, to the south of Kidlington and along the A44 Corridor (see Figure 2).

This directly affects the Cherwell parishes of Gosford and Water Eaton, Kidlington, Yarnton, Begbroke and Shipton-on-Cherwell and Thrupp and neighbouring communities in north Oxford and at Woodstock in West Oxfordshire.



Figure 2: Key Diagram - The Strategy Illustrated



Proposed Strategic Development Sites

We believe that the strategic development sites we have selected best achieve the Plan’s vision and objectives and will achieve sustainable development. The sites are listed below:

| Area | Policy / Site | No. of Homes |
|--------------|----------------------------------------------------|--------------|
| North Oxford | Policy PR6a – Land East of Oxford Road | 650 |
| | Policy PR6b – Land West of Oxford Road | 530 |
| | Policy PR6c – Land at Frieze Farm | - |
| Kidlington | Policy PR7a – Land South East of Kidlington | 230 |
| | Policy PR7b – Land at Stratfield Farm | 100 |
| Begbroke | Policy PR8 – Land East of the A44 | 1950 |
| Yarnton | Policy PR9 – Land West of Yarnton | 530 |
| Woodstock | Policy PR10 – Land South East of Woodstock | 410 |
| Total | | 4400 |

Proposed Policies for Delivering the Vision and Objectives

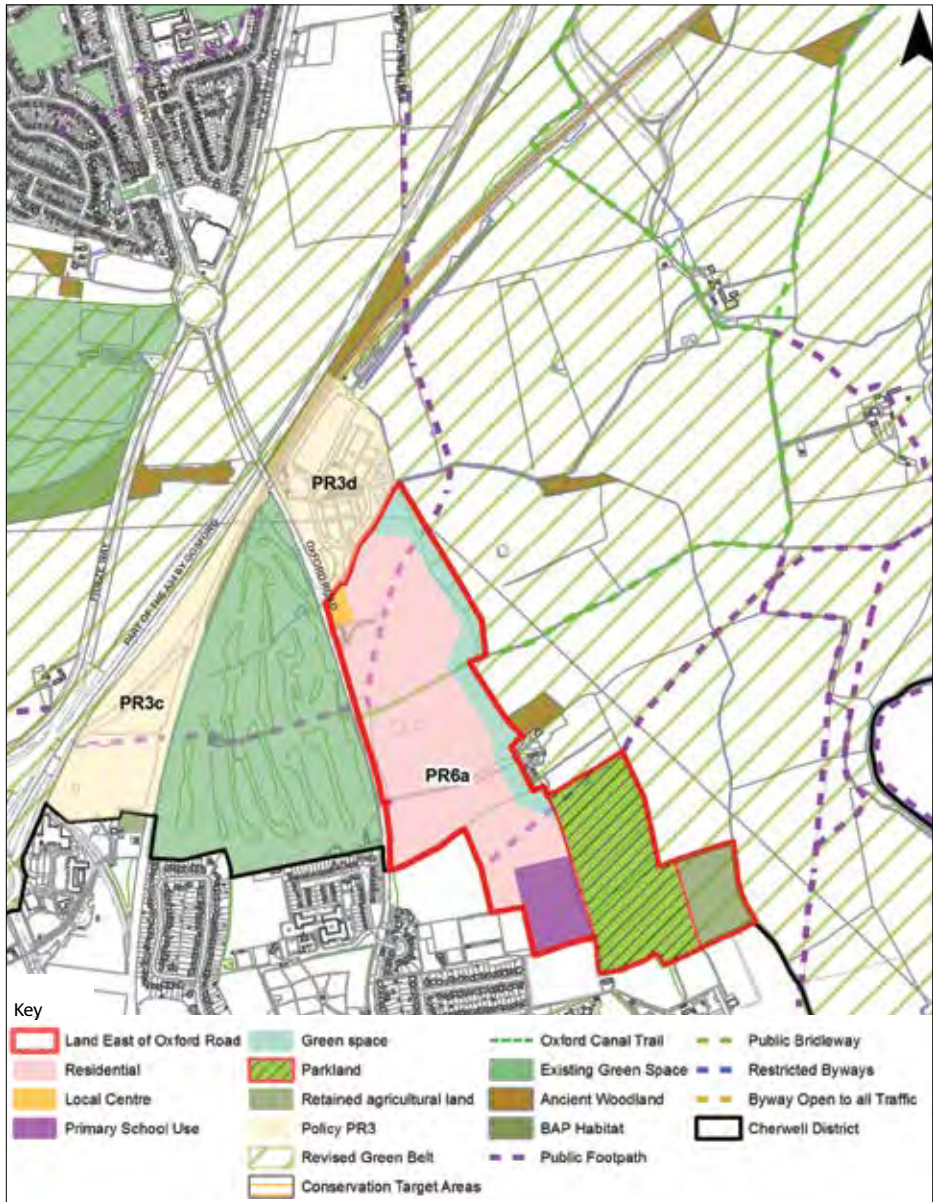
We have also developed policies to ensure that development meets our objectives and achieves sustainable development.



| | |
|-----------------------|----------------------------------------------------------------|
| Policy PR1 - | deliver the required homes and achieve sustainable development |
| Policy PR2 - | deliver a mix, tenure and size of homes to meet needs |
| Policy PR3 - | allow for exceptional changes to the Green Belt |
| Policy PR4a - | support affordable and sustainable transportation to Oxford |
| Policy PR4b - | strengthen Kidlington centre through transport improvements |
| Policy PR5 - | a consolidated and integrated approach to green infrastructure |
| Policy PR11 - | ensure infrastructure delivery |
| Policy PR12a - | ensure the delivery of sites and maintain housing supply |
| Policy PR12b - | dealing with sites not allocated in the Plan |
| Policy PR13 - | monitoring and securing delivery |

Key Site Proposals

Policy PR6a – Land East of Oxford Road



Policy PR6a – Land East of Oxford Road

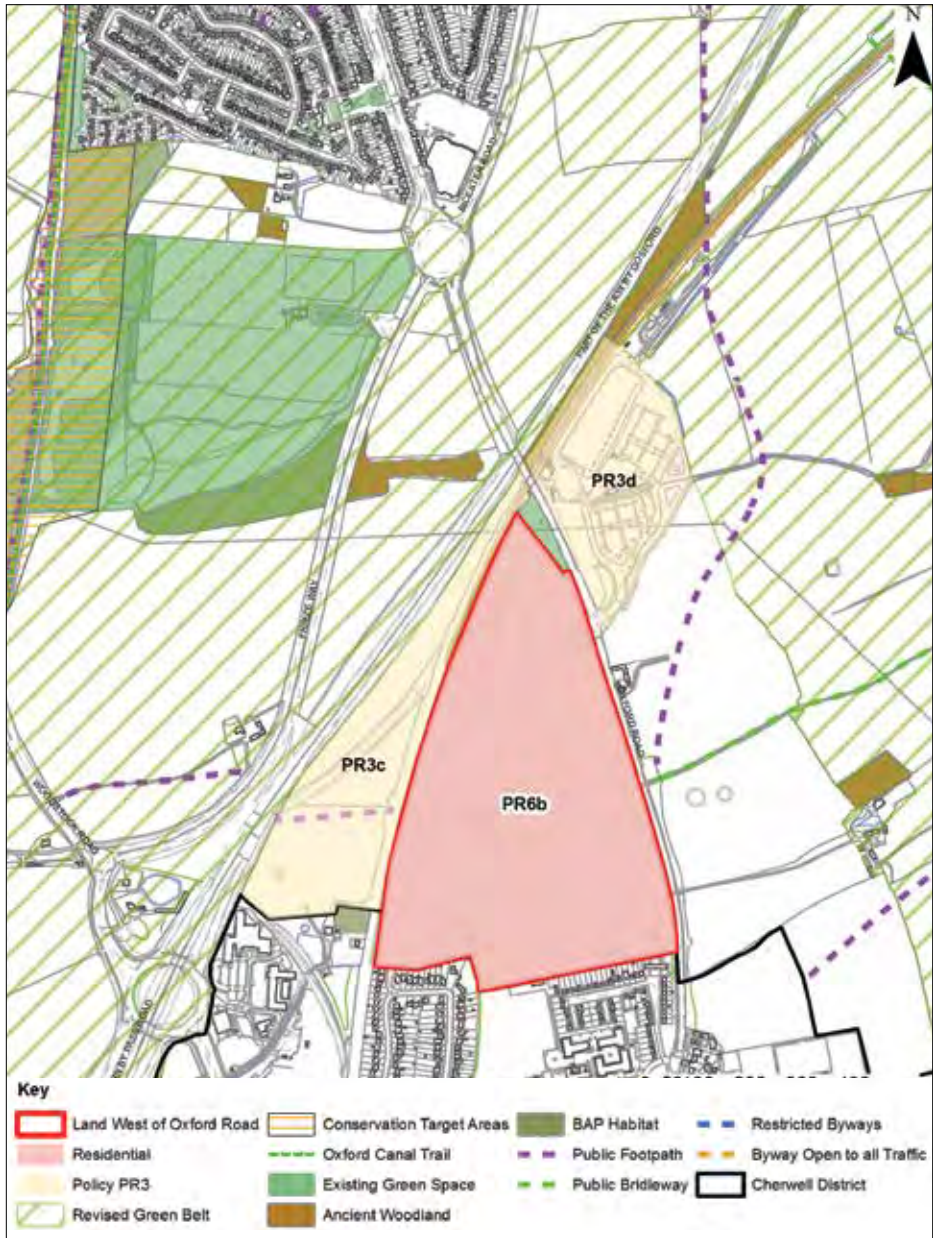
Location: Gosford and Water Eaton Parish, South of the A34, North of Cuttleslowe (Oxford)

Key Proposals:

- integrated urban extension to Oxford
- contemporary design
- 650 homes
- 50% affordable housing
- primary school
- local centre – retail, business, café/restaurant, community building, opportunity for health facilities
- formal sports, play areas and allotments
- public green space / extension to Cuttleslowe Park
- wildlife habitats
- green infrastructure network
- net biodiversity gains
- pedestrian, wheelchair and cycling connectivity
- retention of some agricultural land within the Green Belt
- sustainable travel opportunities
- requirement for a Development Brief and a scheme that responds to the 'gateway' location at the edge of Oxford



Policy PR6b – Land West of Oxford Road



Policy PR6b – Land West of Oxford Road

Location: Gosford and Water Eaton Parish, South of the A34, East of Railway, North of Wolvercote (Oxford)

Key Proposals:

- integrated urban extension to Oxford
- contemporary design
- 530 homes
- 50% affordable housing
- connectivity to land east of Oxford Road and west of the railway
- contributions to delivery of local centre and school to the east of Oxford Road
- formal sports, play areas and allotments
- wildlife corridors
- green infrastructure network
- net biodiversity gains
- scheme for the retention of significant trees, areas of woodland and hedgerows
- pedestrian, wheelchair and cycling connectivity
- sustainable travel opportunities
- requirement for a Development Brief and a scheme that responds to the ‘gateway’ location at the edge of Oxford



Policy PR6c – Land at Frieze Farm



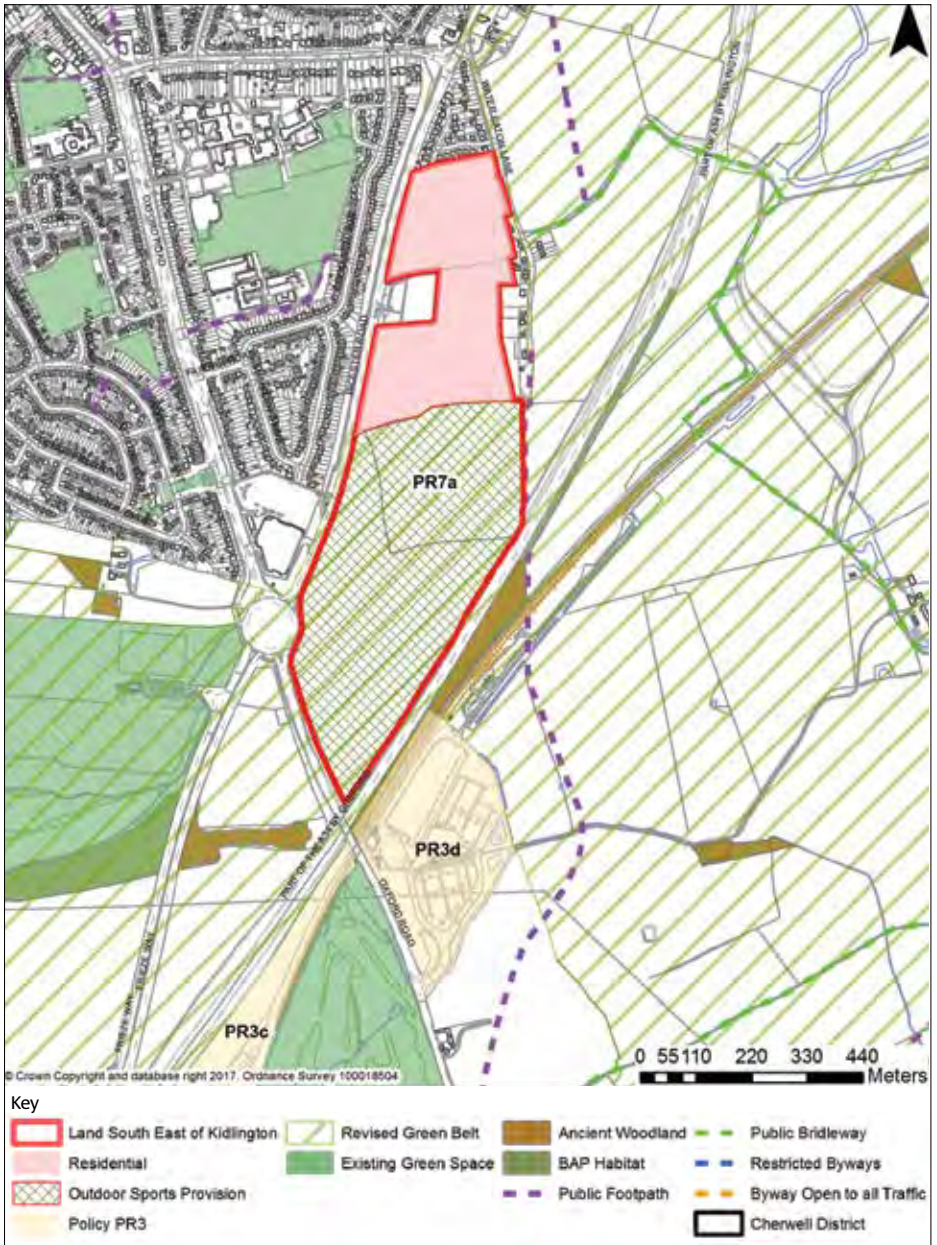
Policy PR6c – Land at Frieze Farm

Location: Gosford and Water Eaton Parish, North of A34 and Peartree Interchange, Between Kidlington and Oxford

Key Proposals:

- reserved site for potential construction of a golf course
- design principles to respond to landscape and Green Belt setting
- requirement for a development brief
- retention within the Green Belt

Policy PR7a – Land South East of Kidlington



Policy PR7a – Land South East of Kidlington

Location: Gosford and Water Eaton Parish, Between Kidlington and Water Eaton Lane

Key Proposals:





- integrated extension to Kidlington
- 230 homes
- 50% affordable housing
- extension to Kidlington cemetery
- formal sports provision including modern facilities for the wider community
- green infrastructure network
- play areas and allotments
- wildlife habitats
- woodland planting
- net biodiversity gains
- retention of some land within the Green Belt
- pedestrian, wheelchair and cycling connectivity
- sustainable travel opportunities
- requirement for a Development Brief and to respect the historic development pattern of Water Eaton Lane



Policy PR7b – Land at Stratfield Farm



Key

| | | | | | | | |
|-------------------------------------------------------------------------------------|--------------------------|-------------------------------------------------------------------------------------|---------------------------|-------------------------------------------------------------------------------------|-------------------|-------------------------------------------------------------------------------------|---------------------------|
|  | Land at Stratfield Farm |  | Revised Green Belt |  | Ancient Woodland |  | Public Bridleway |
|  | Residential |  | Conservation Target Areas |  | BAP Habitat |  | Restricted Byways |
|  | Green Space |  | Oxford Canal Trail |  | Public Footpath |  | Byway Open to all Traffic |
|  | Nature Conservation Area |  | Existing Green Space |  | Cherwell District | | |

Policy PR7b – Land at Stratfield Farm

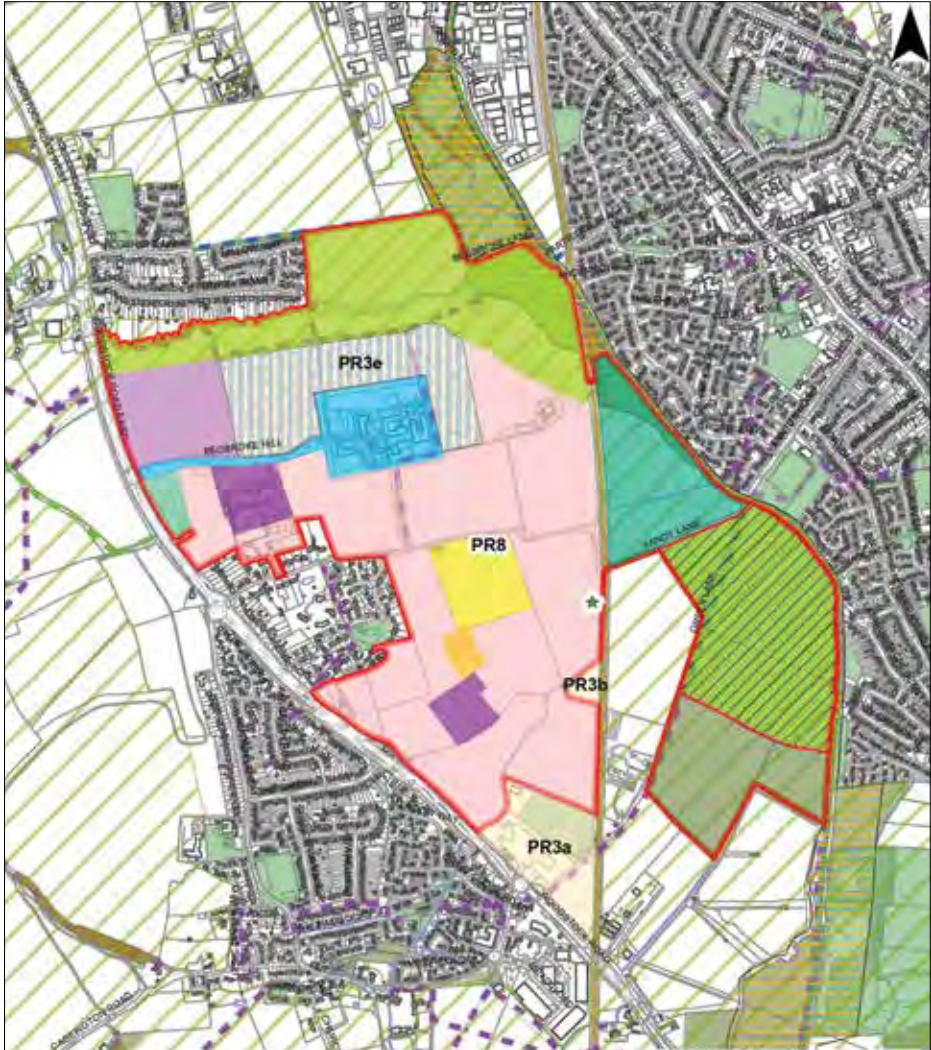
Location: Kidlington Parish, South Kidlington, West of Oxford Road

Key Proposals:

- integrated extension to Kidlington
- 100 homes
- 50% affordable housing
- contributions to secure a foot, cycle and wheelchair accessible bridge over the Oxford Canal
- new green link through the site / over the canal
- play areas and allotments and contributions to formal sports
- improvement of orchard for community benefit
- re-creation / restoration of hedgerows and field pattern
- nature conservation area
- wildlife habitats / corridors
- green infrastructure network
- net biodiversity gains
- enhancement of canal corridor
- protection and enhancement of Conservation Target Area
- retention of some land within the Green Belt
- restoration of Grade II Listed Stratfield Farmhouse
- pedestrian, wheelchair and cycling connectivity
- retention of some agricultural land
- sustainable travel opportunities
- requirement for a Development Brief and a high quality landscape setting



Policy PR8 – Land East of the A44



Key

| | | | |
|--------------------------------|----------------------------------------|--------------------------------------|---------------------------|
| Land East of the A44 | Former Landfill Site | Policy PPG3 | BAP Habitat |
| Residential | Green Space | Revised Green Belt | Public Footpath |
| Land Reserved for Employment | Local Nature Reserve | Conservation Target Areas | Public Sideway |
| Primary School Use | Nature Conservation Area | Sites of Special Scientific Interest | Restricted Byways |
| Secondary School Use | Parkland | Oxford Canal Trail | Byway Open to all Traffic |
| Local Centre | Retained agricultural land | Existing Green Space | Cherwell District |
| Existing Begbroke Science Park | Reserved Land for Railway Station/hall | Ancient Woodland | |

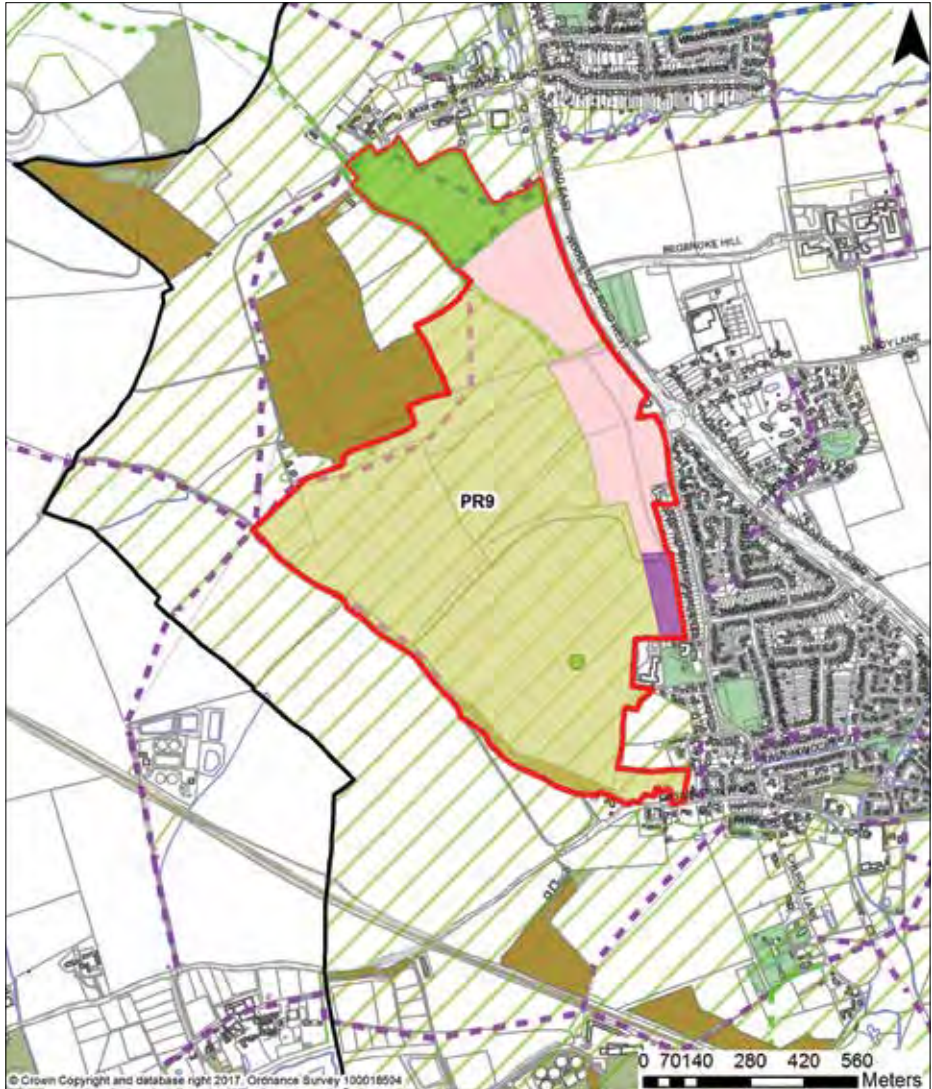
Policy PR8 – Land East of the A44

Location: Yarnton and Begbroke Parishes (small area in Kidlington Parish), Between Yarnton, Begbroke and Kidlington villages

Key Proposals:

- new urban neighbourhood
- 1,950 homes
- 50% affordable housing
- secondary school and primary school(s)
- local centre – retail, business, café/restaurant, community building, opportunity for health facilities
- formal sports and play areas and additional allotments
- Local Nature Reserve along Rowel Brook
- nature conservation area east of the railway
- public open green space / informal canalside parkland
- retention of some agricultural land
- provision for a pedestrian, cycle and wheelchair bridge over the Oxford Canal
- land for future railway halt/station
- land for expansion of Begbroke Science Park
- green infrastructure network
- net biodiversity gains
- improvement of Conservation Target Area (CTA)
- retention of land east of the railway and along Rowel Brook in the Green Belt
- pedestrian, wheelchair and cycling connectivity
- use of Sandy Lane as a green pedestrian, cycle and wheelchair route with railway crossing
- retention of some agricultural land
- sustainable travel opportunities
- remediation and use of landfill site
- requirement for a Development Brief and design which responds to the Science Park and canal location and to historic development of nearby villages

Policy PR9 – Land West of Yarnton



Key

- | | | | | | | | |
|--|----------------------|--|----------------------|--|-------------------|--|---------------------------|
| | Land West of Yarnton | | Community Woodland | | Ancient Woodland | | Public Bridleway |
| | Residential | | Public Access Land | | BAP Habitat | | Restricted Byways |
| | Primary School Use | | Local Nature Reserve | | Public Footpath | | Byway Open to all Traffic |
| | Revised Green Belt | | Existing Green Space | | Cherwell District | | |

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Policy PR9 – Land West of Yarnton

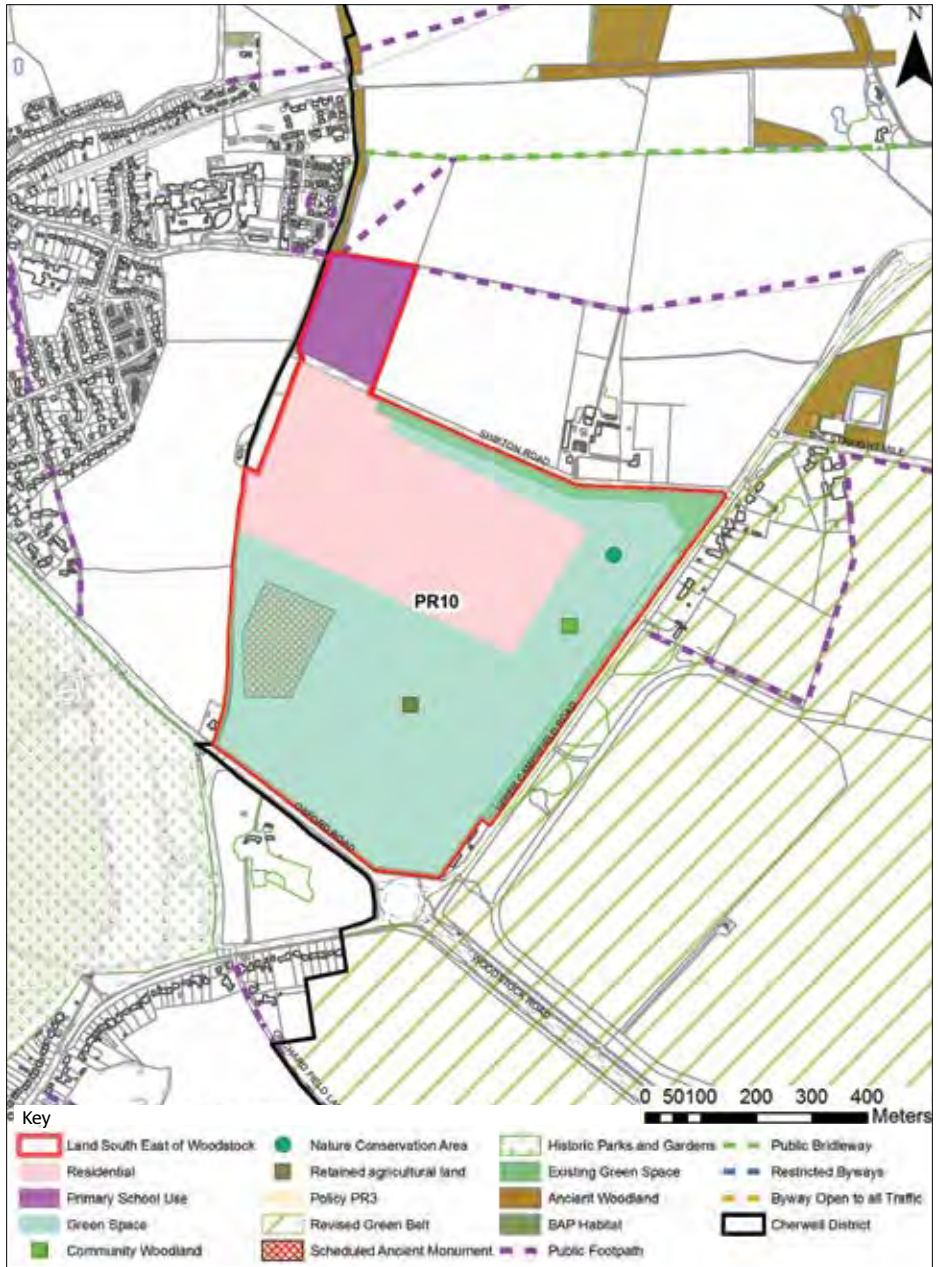
Location: Yarnton and Begbroke Parishes, North and West of Yarnton, South of Begbroke

Key Proposals:

- integrated extension to Yarnton
- 530 homes
- 50% affordable housing
- land for primary school use
- formal sports, play areas and allotments
- Local Nature Reserve accessible to school
- community woodland
- nature conservation area
- wildlife corridors
- green infrastructure network
- net biodiversity gains
- retention of some land within the Green Belt
- pedestrian, wheelchair and cycling connectivity
- retention of some agricultural land
- sustainable travel opportunities
- requirement for a Development Brief and sensitive approach to topography and landscape character



Policy PR10 – Land South East of Woodstock



Policy PR10 – Land South East of Woodstock

Location: Shipton-on-Cherwell and Thrupp Parish. Adjoins West Oxfordshire boundary, South-east of Woodstock, North of Bladon/ East of Blenheim

Key Proposals:

- integrated extension to Woodstock
- 410 homes
- 50% affordable housing
- provision for school facilities
- provision of a community facility
- formal sports, play areas and allotments
- community woodland
- retention of some land in agricultural use
- nature conservation area
- wildlife habitats/corridors
- green infrastructure network
- net biodiversity gains
- pedestrian, wheelchair and cycling connectivity
- sustainable travel opportunities
- requirement for a Development Brief. A scheme that clearly responds to the internationally and nationally significant heritage and proximity of Blenheim Palace and Blenheim Park and their public approaches. A scheme that enhances the built-up edge of Woodstock



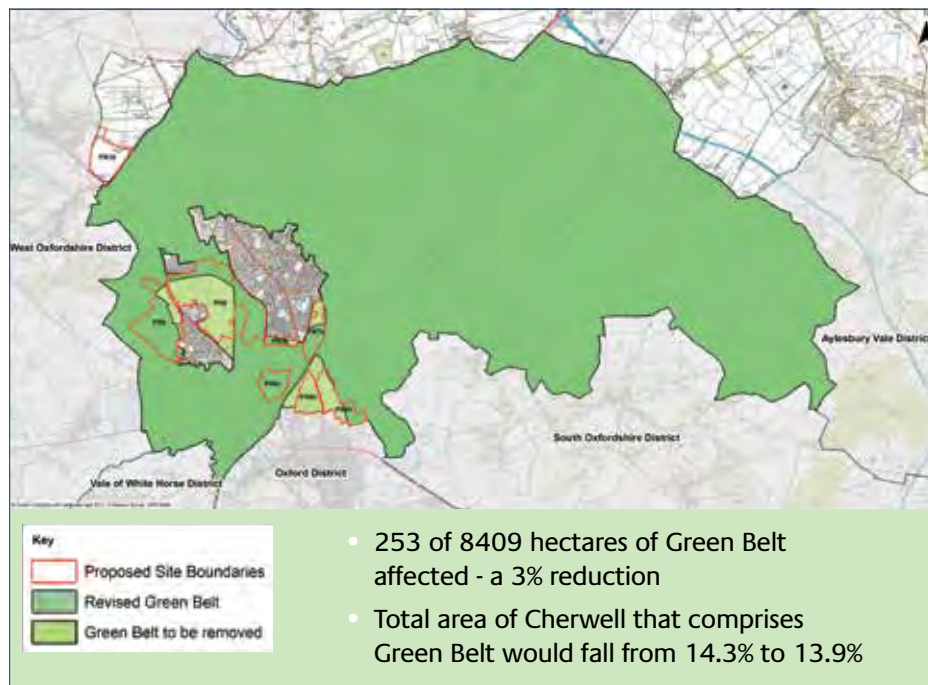
Do you agree with these reasons?

Exceptional Circumstances for Development in the Green Belt

All of the sites we have identified, other than land to the south-east of Woodstock, lie within the Oxford Green Belt. While our proposed policies seek to retain Green Belt land and protect it where possible, we consider that there are exceptional circumstances for the removal of land for development from the Green Belt. In brief these are:

- Oxford's urgent and pressing housing need
- the clear inability for Oxford to fully meet its own needs
- the absence of sustainable, deliverable and appropriate alternative sites
- the relationships between existing communities and the proposed development areas and Oxford
- the relationship of the proposed development areas to Oxford's Northern Gateway site, the University of Oxford's Begbroke Science Park, London-Oxford Airport and the Langford Lane area of Kidlington and the role of these areas in generating housing need
- the unique place shaping potential of land in the vicinity of the University of Oxford's Begbroke Science Park and Oxford canal
- the need for a cautious approach on land outside the Green Belt at Woodstock due to the presence of international and national heritage assets
- the improvement of transport infrastructure in the north Oxford / A44 / A4260 corridor areas
- the strengthening of Kidlington village centre related to sustainable transport improvements
- the opportunity for improvements to the quantity and quality of new public open space, green infrastructure, sport and recreation facilities and in terms of access to the countryside
- the ability to create a sustainable, joined-up vision for the whole of the north Oxford / Kidlington / A44 corridor area

Figure 3: Proposed Changes to the Green Belt





Have your say

Have your say

The Proposed Submission Plan and supporting documents are available at www.cherwell.gov.uk/planningpolicyconsultation
Forms and guidance for making your comments are also available.

Comments can be made from Monday 17 July 2017 until 5pm on Tuesday 10 October 2017.

Your comments should refer specifically to the Plan. This booklet has only been produced as a guide. You may also wish to consider whether or not the Plan is 'sound' i.e. positively prepared, justified, effective and consistent with national policy.

The Plan is accompanied by a Sustainability Appraisal Report on which comments are also invited.

Copies of the consultation documents are available to view at public libraries across Cherwell, at the council's Linkpoints at Banbury, Bicester and Kidlington, at Banbury and Bicester Town Councils and Cherwell District Council's main office at Bodicote House, Bodicote, Banbury.

In Oxford, hard copies are available at the Oxford City Council offices at St.Aldate's Chambers, at Central Library (presently at 41 Castle Quarter) and at Old Marston and Summertown Libraries. In West Oxfordshire, hard copies are available at the District Council Offices at New Yatt Road, Witney, Woodstock Town Council offices, and at Woodstock Library.

Please email your comments to:

PlanningPolicyConsultation@cherwell-dc.gov.uk

Or send by post to:

Planning Policy Consultation
Planning Policy Team
Strategic Planning and the Economy
Cherwell District Council
Bodicote House, Bodicote
Banbury, OX15 4AA

Your name and contact address (email or postal) are required

You should receive a written acknowledgement. Email acknowledgements will be sent automatically by return.

Acknowledgements by post can be expected within five working days of your response being received.

If you do not receive a written acknowledgement, please contact the Planning Policy team on 01295 227985 to ensure that your comments have been received.

Any comments received will be made publicly available.

Staffed Exhibitions

Wednesday 19 July 2017 - 4pm to 8pm

Shipton-on-Cherwell Village Hall, Shipton-on-Cherwell, Kidlington, OX5 1JP

Friday 21 July 2017 - 4pm to 8pm

Yarnton Village Hall, The Paddocks, Yarnton, Kidlington, OX5 1TE

Thursday 27 July 2017 - 4pm to 8pm

Woodstock Community Centre, 32 New Road, Woodstock, OX20 1PB

Tuesday 1 August 2017 - 3.30pm to 7.30pm

Cotteslowe Pavillion (next to the café), Cotteslowe Park, Oxford

Wednesday 2 August 2017 - 4pm to 8pm

Begbroke Village Hall, 3 Begbroke Lane, Begbroke, Kidlington OX5 1RN

Thursday 17 August 2017 - 4pm to 8pm

Exeter Hall, Oxford Road, Kidlington, OX5 1AB

Next Steps

Following consultation on the Plan, it will be submitted to the Secretary of State for independent examination by a Planning Inspector. Your comments will be submitted to the Planning Inspector for consideration.

The purpose of the examination is to consider whether the Local Plan is legally compliant and 'sound' (positively prepared, justified, effective and consistent with national policy). Your comments should therefore refer to those matters.

The main stages for the Plan after this consultation are:

- Submission to Government (Regulation 22)
- Independent Examination (Regulation 24)
- Publication of the Planning Inspector's recommendations (Regulation 25)
- Adoption by the council (Regulation 26)

Glossary of Terms

Duty to Cooperate – a legal duty introduced by the Localism Act 2011. In preparing Local Plans, Local Authorities must engage constructively, actively and on an on-going basis.

Habitat Regulations Assessment (HRA) - HRA is required under the European Directive 92/43/ECC on the 'conservation of natural habitats and wild fauna and flora for plans' that may have an impact on European (Natura 2000) Sites. HRA is an assessment of the impacts of implementing a plan or policy on a Natura 2000 site.

National Planning Policy Framework - national policy produced by the Government to be followed in preparing Local Plans and determining planning applications.

Oxfordshire Growth Board - a joint committee of local authorities in Oxfordshire and including other non-voting members. Through the Oxfordshire Growth Board the Oxfordshire authorities are working together under the legal 'Duty to Cooperate'.

Oxfordshire Housing Market Area - the sub-regional housing market that Cherwell falls within. It includes the whole of the county of Oxfordshire.

Oxfordshire Strategic Housing Market Assessment - a study produced in 2014 by consultants on behalf of the Oxfordshire local authorities which contains an 'objective' assessment of housing needs across Oxfordshire. It is objective in that it does not apply constraints to the level of need.

Sustainability Appraisal - the process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of a European Directive. Required to be undertaken for all Local Plans.

For further information about this consultation, please contact the council's Planning Policy Team:

Planning Policy Team
Strategic Planning and the Economy
Cherwell District Council
Bodicote House
Bodicote
Banbury
OX15 4AA

Call: 01295 227985

Appendix 4

Consultation Posters

Public Consultation

17 July 2017 to 29 August 2017

Cherwell Local Plan Partial Review Oxford's Unmet Housing Need



Have
your say

Development proposals - Your comments are invited

Cherwell District Council is proposing a new development Plan to help Oxford with its high level of housing need.

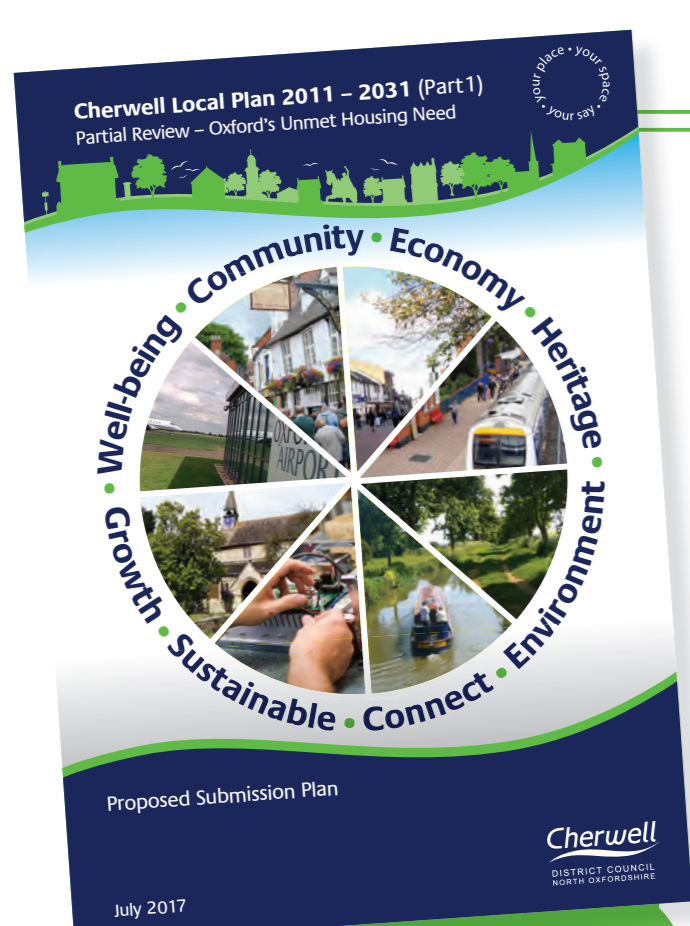
All Oxfordshire councils have accepted that Oxford cannot fully meet its own housing needs.

As its contribution, Cherwell District is being asked to accommodate an additional 4,400 homes by 2031.

Cherwell District Council has previously sought views on issues and options for the new Plan. It is now inviting comments on specific proposals for housing development, including infrastructure and open space, in the south of the district.

Visit one of our public exhibitions

- **Wednesday 19 July 2017 - 4pm to 8pm**
Shipton-on-Cherwell Village Hall,
Shipton-on-Cherwell, Kidlington, OX5 1JP
- **Friday 21 July 2017 - 4pm to 8pm**
Yarnton Village Hall, The Paddocks,
Yarnton, Kidlington, OX5 1TE
- **Thursday 27 July 2017 4pm to 8pm**
Woodstock Community Centre, 32 New
Road, Woodstock, West Oxfordshire, OX20 1PB
- **Tuesday 1 August 2017 - 3.30pm to 7.30pm**
Cotteslowe Pavillion (next to the café),
Cotteslowe Park, Oxford
- **Wednesday 2 August 2017 - 4pm to 8pm**
Begbroke Village Hall, 3 Begbroke Lane,
Begbroke, OX5 1RN
- **Thursday 17 August 2017 - 4pm to 8pm**
Exeter Hall, Oxford Road, Kidlington OX5 1AB



View the documents from 17 July 2017

The consultation documents and details of how to provide comments will be available on-line at www.cherwell.gov.uk/planningpolicyconsultation. Or contact Cherwell District Council on 01295 227985 for details on where you will be able to view hard copies.

your place • your space • your say

Cherwell

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For more information call 01295 227985

Public Consultation

17 July to 29 August 2017

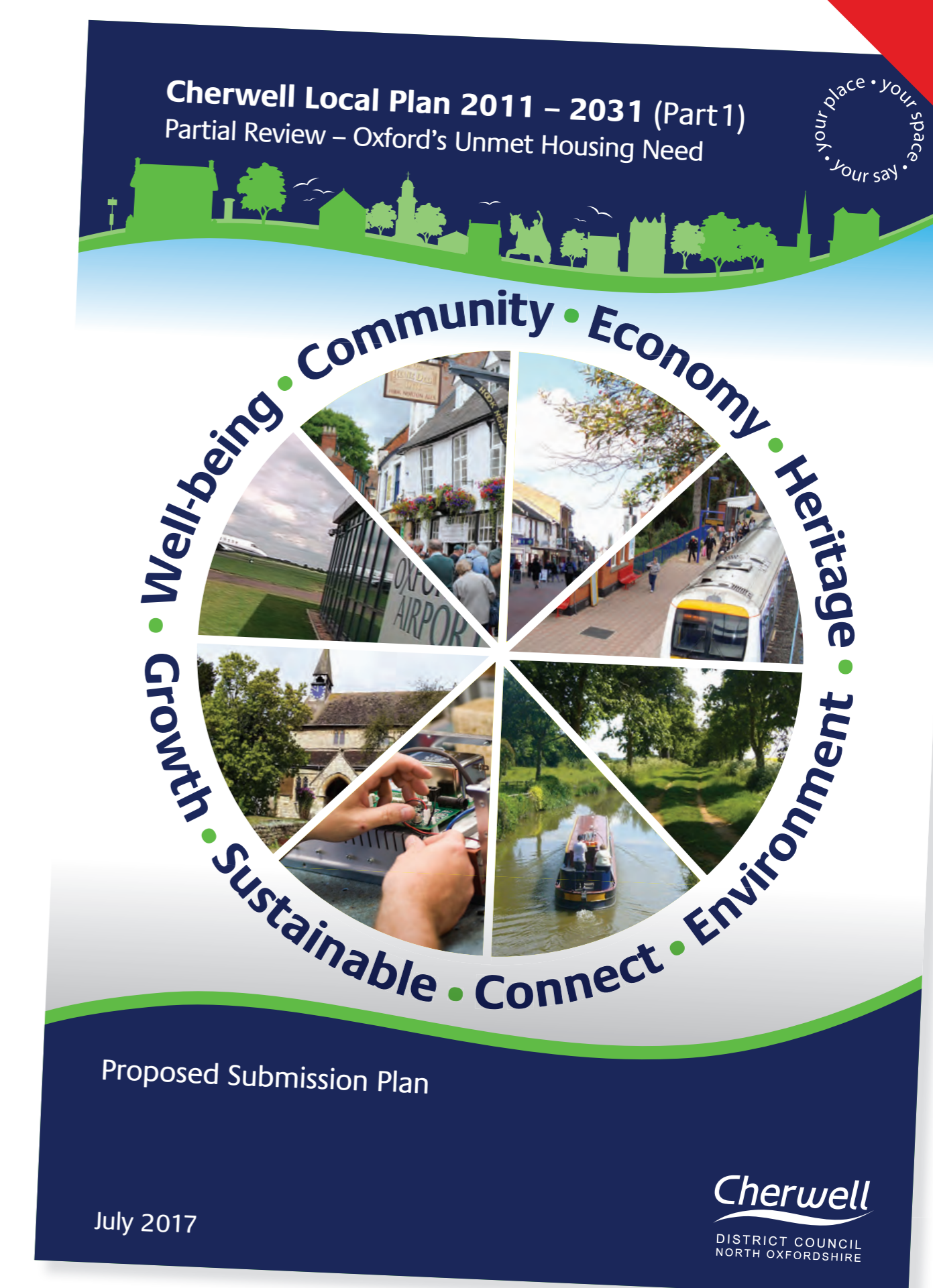
Cherwell Local Plan Partial Review
- Oxford's Unmet Housing Need

Exhibition
here today

Have your say

Consultation - your chance to comment on development proposals

Officers from Cherwell District Council are available today between 4pm-8pm so please visit our exhibition and feel free to ask questions.



The consultation documents are available online at
www.cherwell.gov.uk/planningpolicyconsultation
call: 01295 227985 email: planning.policy@cherwell-dc.gov.uk

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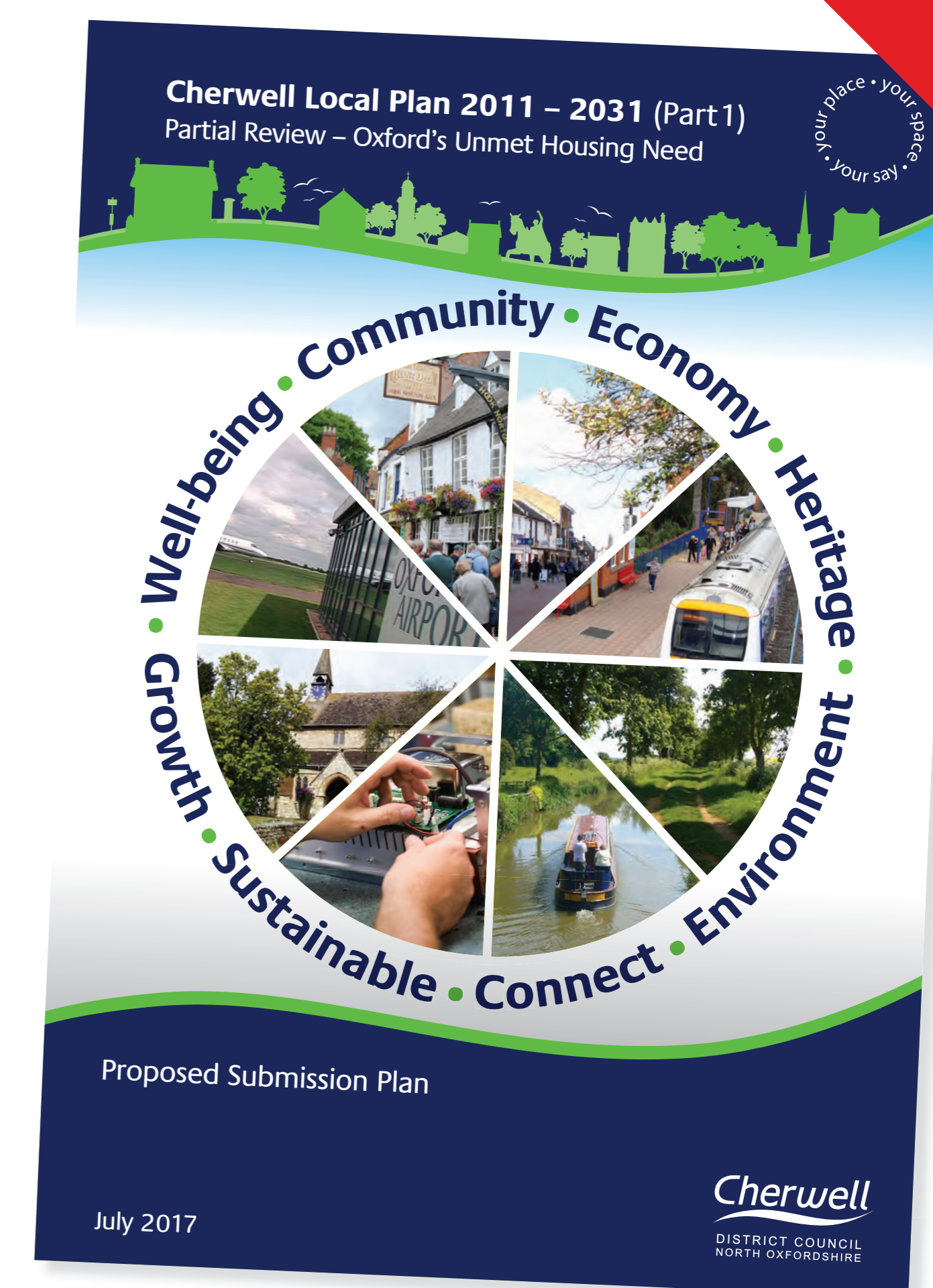
Cherwell Local Plan Partial Review
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Officers from Cherwell District Council are available today between 3.30pm-7.30pm so please visit our exhibition and feel free to ask questions.



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Public Consultation

17 July 2017 to 29 August 2017

Cherwell Local Plan Partial Review Oxford's Unmet Housing Need

CORRECTION

Economy • Heritage
Wellbeing • Growth • Sustainable • Community

Development proposals - Your comments are invited

Have
your say

Cherwell District Council is proposing a new development Plan to help Oxford with its high level of housing need.

All Oxfordshire councils have accepted that Oxford cannot fully meet its own housing needs.

As its contribution, Cherwell District is being asked to accommodate an additional 4,400 homes by 2031.

Cherwell District Council has previously sought views on issues and options for the new Plan. It is now inviting comments on specific proposals for housing development, including infrastructure and open space, in the south of the district.

Visit one of our public exhibitions

- **Wednesday 19 July 2017 - 4pm to 8pm**
Shipton-on-Cherwell Village Hall,
Shipton-on-Cherwell, Kidlington, OX5 1JP
- **Friday 21 July 2017 - 4pm to 8pm**
Yarnton Village Hall, The Paddocks,
Yarnton, Kidlington, OX5 1TE
- **Thursday 27 July 2017 4pm to 8pm**
Woodstock Community Centre, 32 New
Road, Woodstock, West Oxfordshire, OX20 1PB
- **Tuesday 1 August 2017 - 3.30pm to 7.30pm**
Cotteslowe Pavillion (next to the café),
Cotteslowe Park, Oxford
- **Wednesday 2 August 2017 - 4pm to 8pm**
Begbroke Village Hall, 3 Begbroke Lane,
Begbroke, OX5 1RN
- **Thursday 17 August 2017 - 4pm to 8pm**
Exeter Hall, Oxford Road, Kidlington OX5 1AB



View the documents from 17 July 2017

The consultation documents and details of how to provide comments will be available on-line at www.cherwell.gov.uk/planningpolicyconsultation. Or contact Cherwell District Council on 01295 227985 for details on where you will be able to view hard copies.

JB00387

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For more information call 01295 227985

Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

Exhibition
here today

Public Consultation

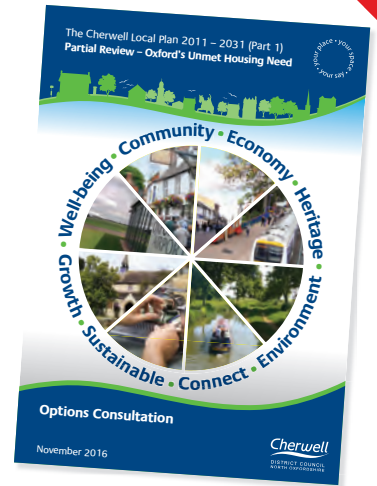
14 November 2016 to 9 January 2017

Cherwell Local Plan Partial Review
- Oxford's Unmet Housing Need

Have your say

Options Consultation - your chance to comment

Officers from Cherwell District Council are available today between 10am and 6pm so please feel free to come and ask questions.



The consultation documents are available online at
www.cherwell.gov.uk/planningpolicyconsultation

call: 01295 227985 email: planning.policy@cherwell-dc.gov.uk

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DISTRICT COUNCIL
NORTH OXFORDSHIRE

Appendix 5
Representation Form

Cherwell Local Plan 2011-2031 (Part 1)
Partial Review – Oxford’s Unmet Housing Need
Regulation 19 Consultation - Proposed Submission Documents July 2017
Representation Form

The Proposed Submission Documents are available for inspection and comment from Monday 17 July 2017 to 5pm on Tuesday 29 August 2017.

The documents are available online at www.cherwell.gov.uk/planningpolicyconsultation and at the locations specified in the Statement of Representations Procedure.

How to use this form

Please refer to the accompanying Guidance Notes.

Please complete **Part A** in full.

Then complete **Part B for each part of the document you wish to comment on.**

As well as the proposed Local Plan (Partial Review) this form can also be used to comment on the Sustainability Appraisal and other supporting documents.

PLEASE NOTE THAT ANONYMOUS OR CONFIDENTIAL COMMENTS CANNOT BE ACCEPTED. YOUR NAME AND COMMENTS WILL BE PUBLISHED WHEN THE CONSULTATION IS COMPLETE, BUT PERSONAL INFORMATION (SUCH AS YOUR ADDRESS OR EMAIL ADDRESS) WILL REMAIN CONFIDENTIAL.

Please return completed forms:

By Email to: PlanningPolicyConsultation@cherwell-dc.gov.uk

Or by post to: Planning Policy Consultation, Planning Policy Team, Strategic Planning and the Economy, Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA.

If you have any questions about completing the form, please telephone 01295 227985.

Your details will be added to our mailing list which means that you will be automatically notified of the submission of the local plan for independent examination, of the publication of the recommendations of the person appointed to carry out the examination, and of the adoption of the local plan. If you subsequently wish to be removed from our mailing list please contact us.

PART A

| | Details of the person / body making the comments | Details of the agent submitting the comments on behalf of another person / body (if applicable) |
|--------------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| Title | | |
| First Name | | |
| Last Name | | |
| Job Title (where relevant) | | |
| Organisation (where relevant) | | |
| E-mail Address | | |
| Postal Address | | |
| Post Code | | |
| Telephone Number (optional) | | |

Please state how many Part B forms are submitted with this representation

| |
|--|
| |
|--|

PART B – Please complete a separate Part B form for each part of the document you wish to comment on

Name *(to ensure the comments are correctly recorded from each form)*

| |
|--|
| |
|--|

1. To which document does this representation relate?

| | |
|--------------------------------------------------|---------------------------------|
| Proposed Submission Plan | YES / NO (please delete) |
| Policies Map within the Plan | YES / NO (please delete) |
| Sustainability Appraisal Report | YES / NO (please delete) |
| Other Document <i>(please specify)</i> | |

2. To which part of the document does this representation relate?

| | |
|------------------------------------------------------------|--|
| Paragraph <i>(please specify)</i> | |
| Policy <i>(please specify)</i> | |
| Table <i>(please specify)</i> | |
| Appendix <i>(please specify)</i> | |
| Other reference in document <i>(please specify)</i> | |

3. Do you consider the Proposed Submission Plan to be:

| | |
|----------------------------------------------|---------------------------------|
| Legally & Procedurally Compliant? | YES / NO (please delete) |
| Compliant with the Duty to Cooperate? | YES / NO (please delete) |
| <i>The ‘tests’ of Soundness:</i> | |
| Positively Prepared | YES / NO (please delete) |
| Justified | YES / NO (please delete) |
| Effective | YES / NO (please delete) |
| Consistent with National Policy | YES / NO (please delete) |

4. Please provide the reasons if you have selected 'NO' to any part of Question 3 and consider the Plan to be non-compliant and/or unsound. Please make reference to the part of the document you have identified. Alternatively, please explain why you consider the Plan to be compliant and/or sound.

(Continue on separate sheet if necessary)

5. Please set out what change(s) you consider necessary to make the Local Plan legally compliant or sound. Please provide any suggested wording or re-wording you consider necessary.

(Continue on separate sheet if necessary)

6. If you are seeking a change to the Plan, do you wish to express an interest to participate in the Examination?

| | |
|------------------------------------------------------|---------------------------------|
| I wish to participate at the oral examination | YES / NO (please delete) |
|------------------------------------------------------|---------------------------------|

7. If you wish to participate at the oral part of the Examination, please outline why you consider this to be necessary:

(Continue on separate sheet if necessary)

Please note: *the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the Examination.*

PLEASE RETURN THIS FORM BY 5PM ON TUESDAY 29 AUGUST 2017 BY EMAIL TO:

PlanningPolicyConsultation@cherwell-dc.gov.uk

ALTERNATIVELY PLEASE SEND BY POST TO:

**Planning Policy Consultation
Planning Policy Team
Strategic Planning and the Economy
Cherwell District Council
Bodicote House
Bodicote
Banbury
OX15 4AA**

Cherwell Local Plan 2011-2031 (Part 1)
Partial Review – Oxford's Unmet Housing Need
Regulation 19 Consultation - Proposed Submission Documents July 2017
Representation Form

The Proposed Submission Documents are available for inspection and comment from Monday 17 July 2017 to 5pm on Tuesday 10 October 2017.

Representations received after this date and time may not be considered.

The documents are available online at www.cherwell.gov.uk/planningpolicyconsultation and at the locations specified in the Statement of Representations Procedure.

How to use this form

Please refer to the accompanying Guidance Notes.

Please complete **Part A** in full.

Then complete **Part B for each part of the document you wish to comment on.**

As well as the proposed Local Plan (Partial Review) this form can also be used to comment on the sustainability appraisal and other supporting documents.

PLEASE NOTE THAT ANONYMOUS OR CONFIDENTIAL COMMENTS CANNOT BE ACCEPTED. YOUR NAME AND COMMENTS WILL BE PUBLISHED WHEN THE CONSULTATION IS COMPLETE, BUT PERSONAL INFORMATION (SUCH AS YOUR ADDRESS OR EMAIL ADDRESS) WILL REMAIN CONFIDENTIAL.

Please return completed forms:

By Email to: PlanningPolicyConsultation@cherwell-dc.gov.uk

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If you have any questions about completing the form, please telephone 01295 227985.

Your details will be added to our mailing list which means that you will be automatically notified of the submission of the local plan for independent examination, of the publication of the recommendations of the person appointed to carry out the examination, and of the adoption of the local plan. If you subsequently wish to be removed from our mailing list please contact us.

PART A

| | Details of the person / body making the comments | Details of the agent submitting the comments on behalf of another person / body (if applicable) |
|---------------------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| Title | | |
| First Name | | |
| Last Name | | |
| Job Title (<i>where relevant</i>) | | |
| Organisation (<i>where relevant</i>) | | |
| E-mail Address | | |
| Postal Address | | |
| Post Code | | |
| Telephone Number (<i>optional</i>) | | |

Please state how many Part B forms are submitted with this representation

| |
|--|
| |
|--|

PART B – Please complete a separate Part B form for each part of the document you wish to comment on

Name *(to ensure the comments are correctly recorded from each form)*

1. To which document does this representation relate?

| | |
|--------------------------------------------------|---------------------------------|
| Proposed Submission Plan | YES / NO (please delete) |
| Policies Map within the Plan | YES / NO (please delete) |
| Sustainability Appraisal Report | YES / NO (please delete) |
| Other Document <i>(please specify)</i> | |

2. To which part of the document does this representation relate?

| | |
|------------------------------------------------------------|--|
| Paragraph <i>(please specify)</i> | |
| Policy <i>(please specify)</i> | |
| Table <i>(please specify)</i> | |
| Appendix <i>(please specify)</i> | |
| Other reference in document <i>(please specify)</i> | |

3. Do you consider the Proposed Submission Plan to be:

| | |
|----------------------------------------------|---------------------------------|
| Legally & Procedurally Compliant? | YES / NO (please delete) |
| Compliant with the Duty to Cooperate? | YES / NO (please delete) |
| <i>The ‘tests’ of Soundness:</i> | |
| Positively Prepared | YES / NO (please delete) |
| Justified | YES / NO (please delete) |
| Effective | YES / NO (please delete) |
| Consistent with National Policy | YES / NO (please delete) |

4. Please provide the reasons if you have selected ‘NO’ to any part of Question 3 and consider the Plan to be uncompliant and/or unsound. Please make reference to the part of the document you have identified. Alternatively, please explain why you consider the Plan to be compliant and/or sound.

(Continue on separate sheet if necessary)

5. Please set out what change(s) you consider necessary to make the Local Plan legally compliant or sound. Please provide any suggested wording or re-wording you consider necessary.

(Continue on separate sheet if necessary)

6. If you are seeking a change to the Plan, do you wish to express an interest to participate in the Examination?

| | |
|------------------------------------------------------|---------------------------------|
| I wish to participate at the oral examination | YES / NO (please delete) |
|------------------------------------------------------|---------------------------------|

7. If you wish to participate at the oral part of the Examination, please outline why you consider this to be necessary:

(Continue on separate sheet if necessary)

Please note: *the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the Examination.*

PLEASE RETURN THIS FORM BY 5PM ON TUESDAY 10 October 2017 BY EMAIL TO:

PlanningPolicyConsultation@cherwell-dc.gov.uk

ALTERNATIVELY PLEASE SEND BY POST TO:

**Planning Policy Consultation
Planning Policy Team
Strategic Planning and the Economy
Cherwell District Council
Bodicote House
Bodicote
Banbury
OX15 4AA**

Cherwell Local Plan 2011-2031 (Part 1)
Partial Review – Oxford’s Unmet Housing Need
Proposed Submission Plan
July 2017

Guidance Notes for making Representations

Introduction

These guidance notes have been designed to help anyone who wishes to make a formal representation on the Proposed Submission Documents for the Partial Review of the Cherwell Local Plan 2011-2031 (Part 1). Comments are invited on the documents from **Monday 17 July 2017 to 5pm on Tuesday 10 October 2017**.

Copies of the Representation Form can be downloaded at:
www.cherwell.gov.uk/planningpolicyconsultation

This is an opportunity to make comments on the Partial Review of the Local Plan before it is submitted to the Secretary of State for examination by an independent Planning Inspector. All representations received will be submitted to the Planning Inspector with the Submission Local Plan.

The purpose of the examination is to consider whether the Local Plan is **legally and procedurally compliant** (e.g. whether it has been prepared in accordance with Government regulations) and is **sound**. Any representations received on the Local Plan should therefore address these matters. They are explained in more detail within this guidance, but, as a general rule:

- 1) If you are seeking to make representations on the way in which the Council has prepared the Local Plan, it is likely that your comments or objections will relate to a matter of **legal or procedural compliance**.
- 2) If it is the actual content of the Local Plan that you wish to make comment or object, it is likely that it will relate to **soundness**.

Your comments need to be made in writing (either by email or on paper) and received by Cherwell District Council by **5pm on Tuesday 10 October 2017**.

We cannot accept anonymous responses.

Respondents should also note that representations are not confidential and that they will be published on the Council’s website and made available for public inspection. They will also be sent to the Planning Inspector who is appointed to hold the Examination of the Plan when it is formally submitted to Government. For publication purposes, personal information, e.g. addresses, telephone numbers and email addresses, will be removed. Names and company information will, however, be shown.

It is strongly recommended that you use the Representation Forms provided by the Council to make your representation to ensure that it relates to the issues of legal and procedural compliance or soundness.

How to Fill in the Representation Form

Part A: Contact Information

You must complete all your contact details. This is used to identify who has made the comment(s), so it is important that you complete this fully.

The first column relates to representations from individuals. The second column should be completed if an agent is being used. The details of the individual or body being represented by the agent should be provided.

Part B: The Representation

This is where you need to make your comments on legal and procedural compliance or soundness of the Local Plan. **It is important that you use a separate Part B sheet for each comment you want to make.** Please try to keep your comments clear and concise.

Please include your name/organisation at the top of each of the Part B forms that you use so that your comments are recorded correctly.

Question 1

Please state which Document your representation relates to. **If you wish to comment on more than one document and/or issue within a document, please complete a separate Part B sheet for each comment.**

Question 2

Please state which part of the document (Question 1) that your representation relates to. **If you wish to comment on more than one part of a document, please complete a separate Part B sheet for each comment.**

Question 3

Please select:

- whether you consider the Plan to be legally and procedurally compliant
- whether you consider the plan to be positively prepared
- whether you consider the plan to be justified
- whether you consider the plan to be effective
- whether you consider the plan to be consistent with national policy

These are matters that the Planning Inspector appointed to examine the Plan will consider in forming his/her recommendations.

Guidance on these matters is provided below.

- provide your comments and state whether they relate to legal / procedural compliance or soundness and your reasons for this.

Guidance on Legal and Procedural Compliance and Duty to Cooperate

Once it has been submitted to Government, the appointed Planning Inspector will first check that the submitted Plan meets legal requirements - principally those of the Planning and Compulsory Purchase Act 2004 (the '2004 Act') and associated regulations. He/she will then consider the tests for soundness.

You should consider the following points before making a representation on legal and procedural compliance.

- The Local Plan should be within the current **Local Development Scheme** (LDS) and the key stages should have been followed. The LDS is effectively a programme of work prepared by the Council setting out the documents it proposes to produce over a set period. It sets out the key stages in the production of any documents the Council proposes to bring forward for independent examination. The LDS is available for inspection at the Council's offices at Bodicote House, Bodicote, OX15 4AA. It can also be viewed on the Council's website at: www.cherwell.gov.uk/planningpolicyconsultation

The process of community involvement for the Local Plan should be in general accordance with the Council's **Statement of Community Involvement** (SCI). The SCI is a document that sets out the Council's strategy for involving the community in the preparation and revision of documents for the Local Plan and the consideration of planning applications. The SCI is available for inspection at the Council's offices at Bodicote House, Bodicote, Banbury, OX15 4AA. It can also be viewed on the Council's website at:

www.cherwell.gov.uk/planningpolicyconsultation

- The Local Plan should comply with the Town and Country Planning (Local Planning) (England) Regulations 2012. On publication of the Proposed Submission Local Plan, the Council must publish the documents prescribed in the regulations, and make them available at its principal offices and on-line. The Council must notify consultation bodies (as set out in the regulations) and publish a statement making clear that the documents are available for inspection and of the places and times where and when they are available.
- The Council is required to prepare a Sustainability Appraisal when it prepares a Local Plan. This should identify the process by which the Sustainability Appraisal has been carried out, the baseline information used to inform the process and the outcomes of the process. A Sustainability Appraisal is a tool for appraising the sustainability of reasonable alternatives for the preparation of the Plan and the environmental, social and economic effects of the Plan's proposals. The Sustainability Appraisal is one of the Proposed Submission Documents made available for inspection. It is available for inspection at specific locations and on the Council's website at www.cherwell.gov.uk/planningpolicyconsultation
- The Council is required to fulfil the Duty to Cooperate in preparing the Local Plan as required by the Planning and Compulsory Purchase Act (inserted by Section 19 of the Localism Act 2011) and Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This Duty requires local planning authorities to engage constructively,

actively and on an on-going basis with other local planning authorities and other prescribed bodies when it prepares local plans.

Guidance on the 'Tests' of Soundness

Soundness is explained fully in the National Planning Policy Framework (paragraph 182). The NPPF is available from the Government's website at:

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

The Inspector has to be satisfied that the Local Plan is positively prepared, justified, effective, and consistent with national policy.

To be 'sound', a Local Plan should be:

Positively prepared

The plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

Justified

The plan should be the most appropriate strategy, when considered against the reasonable alternatives and be based on proportionate evidence.

Effective

The plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities.

Consistent with national policy

The plan should enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework (NPPF).

Question 4

Having regard to the above guidance, please state:

- the reasons you consider the Plan to be legally and/or procedurally flawed
- the reasons you consider the plan to be unsound

Or

- the reasons you support the plan and why you consider it either to be legally and/or procedurally compliant
- the reasons you support the plan and why you consider it to be 'sound'

Please try to be specific by cross referring to procedural requirements or one of the four 'tests' of soundness.

Question 5

If you consider the Plan to be legally or procedurally flawed or unsound, please explain what changes you think are required to make the Plan sound.

If you have particular wording in mind please be specific and provide text that you suggest should be inserted into the Plan.

If you think the Plan is not sound because it does not include a policy, please consider the following before making your comment:

- Is the issue with which you are concerned already covered specifically by any national planning policy? If so, it does not need to be included.
- Is the issue with which you are concerned already covered by any other policies in the proposed Plan or in the adopted Cherwell Local Plan 2011-2031. The adopted Local Plan is available on-line at www.cherwell.gov.uk/planningpolicyconsultation . If so there is no need for repetition
- If the policy is not covered elsewhere, in what way is the proposed Plan unsound without the policy?
- If the Local Plan is unsound without the policy, what should the policy say?

Questions 6 and 7 - The Examination

Please indicate whether you wish to participate in the independent Examination. The Examination will include a series of Hearing sessions on matters which will be identified by the Inspector. The hearings will be chaired by the Inspector and will focus on the legal compliance and soundness of the Local Plan. All representations will be considered by the Inspector.

There is a right to appear and be heard during the Examination but that right is limited to those persons defined in section 20 (6) of the 2004 Act i.e. any person(s) that has/have made representations seeking a change to the plan. However, the Inspector is not precluded from inviting anyone to appear and be heard at a hearing session(s) where he or she thinks that person is needed to enable the soundness of the plan to be determined.

The Inspector will decide who will be invited to speak at the Hearing sessions, not the Council, and the Inspector will decide the topics to be covered in each Hearing session, based on the issues raised by the written representations at this consultation stage.

General Advice

- Representations are only valid if your name and address (or email address) are supplied. If agents are completing forms on behalf of clients, agents should state the full name or organisation that they are representing.
- It would be helpful if representations are clearly presented and concise, making cross-reference to paragraphs/policies/plans/tables in the proposed Plan where relevant
- It should be noted that after this stage of consultation, further submissions will only be accepted at the request of the Inspector.

Group Representations

Where there are groups that share a common view on how they wish to see the Plan changed, it would be preferable for that group to send a single representation which represents that view,

rather than a large number of individuals sending in separate representations which repeat the same points. In such cases the group should indicate how many people it is representing and how the representation has been authorised. Supporting names, addresses and signatures can be provided.

What Happens Next?

At the end of the consultation, the Council will consider the representations received and decide whether or not any changes are required to the Plan. If significant changes are not required, the Council may decide that the Plan should be submitted to the Secretary of State for Communities and Local Government for independent Examination.

A Planning Inspector will be appointed by the Secretary of State and he/she will identify the issues for debate. The Inspector will chair hearings on these issues.

An independent programme officer will be appointed and will be responsible for managing the arrangements of the Examination process, including all documents, organising the Inspector's site inspections and dealing with all correspondence. The Programme Officer reports to the Planning Inspector and will be the main point of contact during the EIP. The Council does not administer the Examination.

The right to appear and be heard during the Examination applies to those seeking a change to the plan at this 'Regulation 19' stage – the publication of the proposed Plan. It does not apply to those who have made a representation at a previous stage of Plan preparation.

Further Help

If you require further assistance please contact the Planning Policy Team on 01295 227985.

We are holding a series of exhibitions during the consultation period, details of which are available on-line at www.cherwell.gov.uk/planningpolicyconsultation

Submitting Representations

The Proposed Submission Documents available on-line at www.cherwell.gov.uk/planningpolicyconsultation or at the locations specified in the separate Statement of Representations Procedure. Any person may request a paper copy of a particular document but the Council may make a reasonable charge.

Representations should be emailed to planningpolicyconsultation@cherwell-dc.gov.uk

Or posted to:

Planning Policy Consultation

Planning Policy Team

Strategic Planning and the Economy

Cherwell District Council

Bodicote House

Bodicote

Banbury, OX15 4AA

Please note that all representations will be made publicly available. Personal details (signatures, personal addresses and personal telephone numbers) will be hidden. We cannot accept anonymous responses.

You should receive a written acknowledgement. Email acknowledgements will be sent automatically by return.

Acknowledgements by post can be expected within five working days of your response being received.

If you do not receive a written acknowledgement, please contact the Planning Policy team on 01295 227985 to ensure that your comments have been received.

Representations may be accompanied by a request to be notified when:

- The document has been submitted for independent examination
- The Planning Inspector publishes his/her recommendations
- The document is adopted

Appendix 6

Representations to the Proposed Submission

Appendix 6

**Summary of
Representations**

to

Proposed Submission Plan July 2017

Proposed Submission Plan Representations by Policy

Rep Number Date Received First Name Surname Organisation Legally Compliant DtC Compliant Sound Participate

Proposed Submission Plan - Executive Summary

PR-C-0117 25/08/2017 Henry Munday

352 Comments
 Refers to Oxford unmet housing policy and vulnerable people groups. Refers to Northern Gateway lack of unemployment problem. The A44 needs dualling round Oxford. Refers to Kidlington one-way system. Refers to Oxford and Cherwell affordable housing % and key-workers eligibility.

Changes Sought Reasons for Participation

PR-C-1398 10/10/2017 Ben Simpson WYG on behalf of Bonnar Allan Ltd Y Y N N

5337 Comments
 The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in Table 1 is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought Reasons for Participation

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

PR-C-1566 10/10/2017 Omattage G Kumara N

4903 Comments
 While agreeing with the fact that Oxford has a high level of housing need it cannot be agreed that Oxford cannot meet the need by itself. The statement that there are clear and exceptional reasons for providing development within the GB suggest that the strategy is based on a foregone assumption/conclusion that the Oxford City's unmet housing need cannot be met unless development is carried in the GB. There has not been a comprehensive study to look into the option of developing brownfield sites within the city to build medium (or high rise if necessary) blocks of flats as has been done in London and in other major cities all over the world. Further it is debatable if housing development in the GB will provide affordable and sustainable travel opportunities to Oxford City's places of work. With the current fast rail transport to city of London it will attract a high percentage of workers who commute to London thereby pushing the housing market up in areas outside the city boundary. It is very unlikely that the key objectives SO10, SO11, SO12 and SO13 will be achieved. Particularly on SO11 and noting the flood risk outlined at 3.20 of sustainability appraisal report, measures to deal with increased run off from new development is not adequately addressed.

Changes Sought Reasons for Participation

Proposed Submission Plan - Section 1

PR-C-0272 01/09/2017 Mrs Sophie Law N N N

859 Comments
 1. Oxford's 'unmet need' - Oxford's total housing need is substantially overstated, Oxford has not satisfactorily identified the amount they might not be able to meet. In CPRE's view Oxford is capable of accommodating all or almost all of it by switching land earmarked for businesses to housing instead. 2. GB- The plan attacks the core on which GB depends. Three quarters of Council's own voters want to see GB protected. 3. Sustainability - To lose GB land is the very definition of unsustainability. Development should be located on sustainable sites identified elsewhere in the district. 4. Density - Land is wasted by building at very low densities (houses per hectare). Higher densities would produce more affordable housing required. The Council should set much higher density targets. 5. Transport - It is extremely unlikely that a new railway station 'between Kidlington and Begbroke' to support the development will be deliverable. Plans for additional housing in north Oxford/south Kidlington should be put on hold until the Oxford to Cambridge Expressway route is settled, the East West railway is re-opened and the full extent of the expansion of Bicester is agreed, with its possible new transport infrastructure. 6. Employment - new high-tech employment sites should be focused at Bicester where large numbers of houses are being built/have been provided for on the basis that high-tech employment would be provided, but this has not yet been forthcoming. 7. Woodstock - planned housing for Woodstock will put undue stress on local infrastructure and services, threaten the World Heritage Site prospect, damage the rural environment and risk turning this historic town into an Oxford suburb. Woodstock should be protected from inappropriate development.

Changes Sought Reasons for Participation

PR-C-0279 19/08/2017 William Clements

866 Comments
 The plan is, generally speaking, positively prepared: there is a need for 28000 additional homes (table 2), and the local plan addresses the issue of how to deliver them (paragraphs 1.28 and table 3). The plan therefore does seek to meet objectively assessed requirements, including unmet requirements from neighbouring authorities. However, the plan currently falls a bit short of delivering the required 28000 homes. To meet this target exactly, it seems Oxford city must build 13700 homes (13000 from paragraph 1.28, 550 from table 3, and 150 to make up for the fact that table 3 only accounts for 14850 homes instead of the target 15000). However, Oxford can only build 10,212 homes (paragraph 1.26). There is therefore a shortfall of 3488 homes. Furthermore, South Oxfordshire has not agreed to its apportionment of homes to be built (table 3), potentially leading to an additional shortfall of 4950 homes. Therefore, the current plan may fail to deliver up to 8438 of the required 28000 homes.

Changes Sought Reasons for Participation

Proposed Submission Plan - Section 1

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| PR-C-0306 | 10/08/2017 | Anthony | Hall | | | | | N |
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914

Comments

Basic assumptions of plan are that growth is necessary in Oxford - this is opposite of the truth, and that Oxford cannot meet its own housing need which may be true, but this is due to deliberate decisions by Oxford City Council not to address the problem and exacerbate it by promoting more industry and growth. The 'need' has been agreed by 'The Oxfordshire Growth Board' whose very name makes it clear that this is no objective assessment. The blatant hypocrisy is breath-taking - Para 3.8 of this document points out that "the growth of the City should not continue indefinitely...there is now only very limited scope for further development in and around Oxford". Yet continuing development in and around Oxford is what the plan is proposing. Growth in Oxford is highly undesirable because of its adverse impact on Oxford itself and because it flies in the face of development in other areas of the country and stop the overheating of the economy of the South East and the deprivation of the rest of the country. Building in the proposed area will not alleviate Oxford's housing need. Even the City Council's Leader has pointed out how convenient the area is because of the rail link to London. This plan will create more demand from London commuters turning the area into a dormitory suburb of the capital. It is false to say that growth in Oxford can be 'sustainable'. There is absolutely nothing sustainable about taking ever more land for building. There is no evidence in the plan of any objective meaning of the word.

Changes Sought

Reasons for Participation

Remove the word 'sustainable' throughout. The document will then reflect the true nature of the plan and show it for what it really is.

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| PR-C-0336 | 10/10/2017 | Kevin | Bezant | | | | | |
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5563

Comments

Oxford has created its own problem by choosing to use its land for business development (such as the Northern Gateway Business Park) and not housing. As there is little unemployment in the area it plans to draw in new workers to fill the jobs. Oxford says it only has room to build 550 of the 14,850 needed houses – that is just 3.7% of the total. However, the housing target is based on exaggerated, discredited figures derived by the property developer GL Hearn – authors of the Oxfordshire Strategic Housing Market Assessment (April 2014). Oxford City Council, or rather, the unelected and unaccountable Oxfordshire Growth Board, have strong-armed the District Councils into taking on their responsibility and demand they give up the surrounding Green Belt to accommodate their housing overspill. It is hard to believe these housing figures are credible, when; (1) they were derived by a property developer; (2) Oxford's Local Plan due to be submitted in December 2018 will need to be based the current Department for Communities and Local Government's consultation "Planning for the Right Homes in the Right Places" – which indicates far fewer houses are required in Oxford, and; (3) since the Oxfordshire SHMA was authored, the UK has voted to leave the EU. Therefore the current proposal is disjointed and should be withdrawn and the real housing need reassessed. Additionally there should be an investigation Oxford's negligent planning policy.

Changes Sought

Reasons for Participation

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| PR-C-0413 | 10/10/2017 | Theresa | Goss | Bloxham Parish Council | | | | |
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1974

Comments

BPC consider that CDC has demonstrated that there are 'exceptional circumstances' that necessitate the release of Green Belt land close to Oxford to meet the city's identified need. The Plan proposes policies that provide some mitigation for this loss of Green Belt and these are welcomed. It is appreciated that this small release of Green Belt will be unpopular however if Oxford is unable to meet its need within its boundaries then this release seems to be the best alternative.

Changes Sought

Reasons for Participation

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| PR-C-0413 | 10/10/2017 | Theresa | Goss | Bloxham Parish Council | | | | |
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1976

Comments

BPC has consistently expressed concern about the level of Cherwell's assessed allocation to meet Oxford's need and, whilst recognising that CDC has a duty to cooperate with Oxford City, it believes the total required of the surrounding districts is extremely high. There have been suggestions that this figure – as well as the total figure for Oxford- could be reduced if the new Government methodology is used. There is also concern about South Oxfordshire's refusal to accept its allocation.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Section 1

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| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
| 1254 | <p>Comments</p> <p>Oxford's urgent and pressing housing need -Whilst there is a need for affordable housing in Oxford, the figures are exaggerated and not as great as suggested. With BREXIT the local economy will have less students and European workers from the EU which will drop the demand for new housing. Also there is no guarantee that the housing will in the long term be for the benefit of Oxford and its local communities. Many of the current stock is being used by commuters from outside Oxfordshire and mainly from London region. The idea that they will be for local residents and those who work in Oxford is to mislead as current legislation does not prevent new housing going to outsiders. Affordable housing also means that it is only those that can afford the 80 percentage of the market rate which for Oxford means that it is unaffordable for the lower paid. The clear inability for Oxford to fully meet its own needs - They have not tried hard enough. Oxford could have built at higher densities which has not been doing. It needs to be more innovative in their development plans so as to obtain greater densities. They should use Compulsory Purchase Orders on sites where the landowners have resisted on building of housing. It should not be encouraging more business activity when it doesn't have the ability to house more people. The absence of sustainable, deliverable and appropriate alternative sites - Untrue - we have identified suitable sites that would satisfy this unfounded need. There are identifiable sites that Oxford could build on, such as Showman's field and Marston Saints Sports field, in addition to their own Green belt. Why build on our greenbelt so that they can preserve theirs. Housing in Oxford will not be sustainable when the cost of housing is out of reach for most of the lower income groups. Also there is no current legislative barrier of preventing people from outside Oxfordshire buying or renting these additional housing. We should not be providing homes for outsiders so that they can commute to London etc. The relationships between existing communities and the proposed development areas and Oxford - Begbroke is 5.2 km (3.3 miles) from 5 Mile Drive Oxford. Other sites are within the city boundaries or nearer The relationship of the proposed development areas to Oxford's Northern Gateway site, the University of Oxford's Begbroke Science Park, London-Oxford Airport and the Langford Lane area of Kidlington and the role of these areas in generating housing need - This will generate housing need in this area – not Oxford. This "relationship" is more easily argued for Oxford and Littlemore Science Park as one example. We still don't see the exceptional argument for developing in the Greenbelt, especially when people currently commute from Banbury and Bicester and elsewhere in Oxfordshire to work in Oxford. The unique place shaping potential of land near the University of Oxford's Begbroke Science Park and Oxford canal - Do not know what "shaping potential of land" means. However existing industrial development of Langford Locks has forever altered this stretch of the Oxford canal alongside Rushy meadows which are a group of canal side meadows at Kidlington. They have escaped agricultural improvement through ploughing and reseeding or using fertilizers and herbicides. Consequently Rushy Meadows has a rich variety of grassland wildflowers. They are wet and in places tall wet and vegetation with reeds and tall sedges has developed. Meadows such as this are a national priority for conservation. We don't see "shaping the potential of the land" in the greenbelt is an improvement. It's not a valid or an exceptional reason for building in the greenbelt. It will have an adverse effect on the Greenbelt. The planning consent in the past for Begbroke Science Park did not allow or envisage for further development outside the perimeter of the existing Science Park. The need for a cautious approach on land outside the Green Belt at Woodstock due to the presence of international and national heritage assets - This is not a valid reason to not build around Woodstock. The palace views would not be affected unless there plans to build on the palace grounds in full view of the palace which has not been suggested. Other world heritage sites have been able to build around those kind of places. The improvement of transport infrastructure in the north Oxford / A44 / A4260 corridor areas - Huge costs involved and will attract further traffic and problems to exacerbate those existing now. We don't see how this can be funded and where the sources of this funding will come from. The present situation is already congested and the plans that have been put forward do not deal directly with cause of the bottlenecks – the need of building a dual carriage way from Yarnton to the Peartree roundabout which would involve the building of bridges over the railway and canal. Diverting traffic to use Kidlington direction into Oxford will only make matters worse. It is already congested and will lead to Kidlington have more air pollution and greater congestion than what it has now at peak times. The strengthening of Kidlington village centre related to sustainable transport improvements - Kidlington village centre is popular and satisfactory now. No explanation of exactly what is meant by strengthening – just another buzz word. We don't see how strengthening Kidlington when it already has more frequent buses and better routes in comparison to Begbroke and Yarnton. The issue is that there are too many buses running nearly the same time by different companies and hence at a low capacity. The journeys are punctuated with many stops so that the journey time into Oxford and hospitals is very poor. The problem lies with poor management of the transport policy. A better way of helping the communities, than to build in the greenbelt, is to have more structure transport policy that supports all the communities rather than the selected few. The opportunity for improvements to the quantity and quality of new public open space, green infrastructure, sport and recreation facilities and in terms of access to the countryside - We have access now to wide open areas not just narrow corridors of green that will inevitable become busy. Really this is just untrue. The Green belt has got many footpaths that are accessible to the general public including recreational facilities. This is just a ruse and it is not an exceptional reason for building in the green belt. One can understand that if the merging of the three villages with North Oxford then green spaces will be needed and so will the recreational facilities for the extra population and give the impression of protected green belt. The ability to create a sustainable, joined-up vision for the whole of the north Oxford /Kidlington/ A44 corridor area -The green belt is there to do exactly the opposite of this vision. Ours is to retain what we have. This is not a joined up sustainable vision for North Oxford. It is the destruction of three villages being incorporated into North Oxford with the irrevocable loss of the green belt. It is the creation of an urban sprawl and the merging of three villages with Oxford. One can be cynical and believe that Cherwell interest has been to collect the additional revenue it will get by get these houses built.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
| 1257 | <p>Comments</p> <p>Consider Oxford's requirements not sound or justified. They are based on old data and before the implications of the EU referendum and the latest new government figures projecting future housing need for England. We do not believe this review is about unmet housing need – more about the University expanding its site, developing its land in our villages and Pear Tree and profiteering 100 x the agricultural value at the expense of the green belt CDC will may gain from a substantial New Homes Bonus Grant. Oxford have explored housing within their own boundaries and found easy reasons to dismiss them. They have ignored many smaller sites in the city such as Sandy lane west. Other sites in the county such as Bicester Sites A&G Blackthorn and Arncott have massive housing potential. Oxford and CDC appear to have found a simple solution – build on Green Belt owned by co-operative supporters. Oxford have rejected expansion of their nearby Green Belt especially between Oxford and Horspath – near to industrial sites and employment. Oxford should pursue sites in Marston Green Belt. Excluded due to lack of interest by landowners – but these are within the ringroad and near hospitals with main occupations detailed on page 48 of proposed submission plan. Sites such as these should be subject to compulsory purchase. CPRE say that student numbers should be excluded – transient population.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | |
| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foyen | Pegasus Group On behalf of the Dorchester Group | Y | Y | N | Y |
| 1278 | <p>Comments</p> <p>There is no timetable for a comprehensive review of the LP that will provide a plan for a 15 year period (para 157 of the NPPF). Ideally a comprehensive early review of the Cherwell LP drawn up over an appropriate time scale is required in order to provide & accord with paragraph E.22 (which identifies that the LP will be reviewed to roll forward the plan ensuring that both the existing & newly arising needs are planned for & delivered. However, it is important to get the Partial Review in place urgently to address the unmet needs of Oxford City as set out in the LP Part 1. The Partial Review provides a pragmatic approach to address the unmet needs of Oxford City as a matter of priority. Whilst we have in previous representations advocated that the Council should commit to a comprehensive early review following the adoption of the Partial Review to address current strategic needs over an appropriate plan period; it is noted that the work is underway on a Joint Spatial Plan for Oxfordshire. The Oxfordshire Growth Board has agreed (April 2017) the principle of producing a Joint Oxfordshire Plan which would consider longer term issues. It is noted that a business case for an Oxfordshire Spatial Plan/Strategy will be presented to a special meeting of the Oxfordshire Growth Board on 30th October 2017. This is welcomed as it recognises that a strategic approach is required for coherence in plan making and where there are economic and housing challenges and infrastructure challenges across administrative boundaries. Government policy through the Housing White Paper is encouraging joint plans, where it can help overcome constraints in strategic planning and delivery.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale. | | | | |

Proposed Submission Plan - Section 1

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| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foyh | Pegasus Group On behalf of the Dorchester Group | Y | Y | N | Y |
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1277

Comments

It has been identified that Oxford City does not have sufficient capacity to deliver its full housing requirement & through the Oxfordshire Growth Board the districts have worked together to address these unmet needs. The Partial Review makes provision for Cherwell's share of the unmet needs arising in Oxford City from 2011 - 2031, this is supported & is consistent with national guidance in terms of the Duty to Co-operate. The Inspector at the Cherwell LP concluded in his report in May 2015 that it was appropriate for the LP to proceed provided that there was a commitment to address the unmet needs of Oxford City, this was set out in para 10 of his report. On 26th September 2016 the Oxfordshire Growth Board agreed the apportionment of Oxford city's unmet need. All of the district authorities with the exception of South Oxfordshire agreed the apportionment & a Memorandum of Co-operation was duly signed. However, South Oxfordshire have agreed to accommodate 3,750 dwellings of their proportion of the unmet needs of Oxford City, leaving a shortfall of 1,200 dwellings. South Oxfordshire do not propose any one site or location from where this unmet need will be delivered and met across the district. It is noted that whilst SODC propose to meet 3,750 dwellings they propose to undertake a partial review of the SODC Local Plan once such time as the Oxford City Plan is adopted and the level of unmet need is known. It is considered that this approach places more pressure on the other neighbouring districts to meet the unmet need of Oxford City not being met by SODC & jeopardises the soundness of the Local Plans as the full OAN would not be planned for across the HMA, without any planning reasons for not doing so. The Council should seek to ensure that South Oxfordshire address their own needs plus the unmet needs of Oxford City through the joint working arrangements. If any of the LPAs do not propose sufficient levels of housing this will affect the soundness of all the Local Plans across Oxfordshire. The apportionment was based on a common start date of 2021 for the commencement of development after the adoption of the respective LP review or LP update/refresh. Although the assumption did not preclude earlier delivery, it did however recognise long lead in times. Originally the Cherwell Partial Review was envisaged to be adopted in 2 years following the adoption of the Cherwell Local Plan Part 1. However, this has been delayed and adoption is now envisaged in May 2018. It is noted from the LDS dated April 2017 that the Council also intend to produce a Part 2 Development Management Policies and Sites which is under preparation.

Changes Sought

Dorchester Group whilst not directly seeking changes to the Partial Review consider that this is a challenging strategy and much rests on the deliverability of the locations identified to meet the unmet needs of Oxford. If needs fail to be met then land at Upper Heyford could play a significant role. Area of Search F provides a sustainable option to meet the unmet needs of Oxford City as it is well-related to Oxford by way of a rail connection. Area of Search F also provides the most sustainable, deliverable option to meet the needs of Cherwell in the longer-term.

Reasons for Participation

Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale.

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| PR-C-0545 | 07/10/2017 | Professor Dinah | Birch | | | | | N |
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1352

Comments

I consider the submitted plan to be unsound on the following grounds: 1. It is not based on a strategy which includes an appropriate assessment of unmet requirement of local housing needs in relation to the City of Oxford and adjoining local authority areas. The proposed development will put Oxford Parkway Station within very easy reach of the planned housing development, providing ready access to Central London in a rail journey of approximately 1 hour. This, together with convenient access to the M40, will make it immediately and compellingly attractive to those wishing to commute into London and other major employment centres in the South East and the West Midlands. For this reason, the housing will not support the need for affordable homes for local populations employed in Oxford and the immediately surrounding areas, especially key workers in relatively low-paid employment sectors who will not be able to compete with those in more highly-paid employment in the South-East and West Midlands. The proposed development also raises serious concerns about the provision of public facilities and resources e.g., the lack of provision of secondary education. No mention is made of this in the plan, but it is hard to see how local secondary schools will be in a position to provide adequately for the level of increased population proposed within this development. Similarly, it is clear that health-related resources will find further demands imposed on their already stretched capacity. 2. The proposed submission plan is not justified in terms of its alignment with reasonable local alternatives that would take into account the difficulties outlined above, and would not inflict the scale of damage in relation to the Green Belt. The notion that appropriation of the existing Green Belt land for building would be 'the opportunity to provide improvements to the quantity and quality of new public open space and green infrastructure, access to the countryside; and, the provision of additional facilities that will benefit Kidlington, Gosford, Begbroke and Yarnton' is not credible. 3. The proposed submission plan will not be effective in relation to cross-boundary cooperation between the City of Oxford and local adjoining authorities as the updated local plan for Oxford has not yet been published, and full alignment has not therefore been possible. The specific priorities of the communities of Kidlington, Yarnton and Begbroke will be ill-served by the destruction of the 'Kidlington Gap', which will in effect erase the separate and distinctive social, cultural and economic identities of these communities. It is claimed that the proposed plan will avoid the need to inflict damage to the Cherwell Local Plan. 4. The proposed submission plan is wholly inconsistent with National Policy regarding the Green Belt. The dense and extensive urban development proposed will destroy existing rural resources and wildlife e.g. the presently thriving population of skylarks on the arable land to the east of the Oxford Road. In terms of sustainability, the inevitably dramatic increase in traffic levels that would result from concentrated development on this scale would amount to a further deterioration in the already poor air quality in Oxford. Increasingly compelling evidence demonstrates that this represents a major and unsustainable threat to public health within the region.

Changes Sought

In my view, the basic assumptions underlying this local plan are radically flawed. The proposals call for a major reconsideration, based on explorations of alternative provision within the region that would not entail the wholesale destruction of the irreplaceable benefits of the Green Belt for the people of Oxford, Kidlington and surrounding communities.

Reasons for Participation

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| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | | N | N | Y |
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1434

Comments

OGBN disagrees with the justification and fundamental basis for this plan. It is founded on the assumption of a step change to historic levels of growth in Oxfordshire, amounting to more than doubling of growth in population, housing and employment. Because of this the plan suggests that the long established strategy of diverting growth away from the city of Oxford towards the country towns is no longer feasible. OGBN disagrees with this because the proposed levels of growth are unrealistic, unproven and therefore unjustified. We consider that the arguments for a strategy to divert growth away from Oxford remain as strong as ever. An essential part of that strategy is the GB, which Cherwell Council supports. However in order for the strategy to work, the GB has to be retained in its entirety. It is not a collection of land parcels that can be picked off one by one. It is inconsistent of Cherwell to support the GB and yet to seek to build on it. It is not possible for Cherwell to satisfactorily produce this review in isolation. Oxford is surrounded by four other authorities and planning needs to be coordinated strategically between all five councils. Infrastructure needs have to be planned across boundaries and certainly cannot be confined to the limited areas covered in this review. The Growth Board has not been an effective mechanism for strategic co-ordination and its analyses of spatial options to date have been simplistic. The Councils – while claiming to be cooperating – have largely acted according to their own agendas. Oxford City Council in particular has sought to promote economic growth within the city, by protecting employment sites, without any regard of the consequences of this for the surrounding Districts such as Cherwell. It appears to be part of its own strategy to expand beyond its borders into the GB, again ignoring the purpose of the GB to protect the character of the historic city. This review cannot be effective without a well founded spatial strategy for the county. We also argue that this strategy should include a commitment to retain the Green Belt in its entirety.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

Proposed Submission Plan - Section 1

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| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | N | Y |
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1435

Comments

See reasons for participation

Changes Sought

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review.

The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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| PR-C-0597 | 05/10/2017 | Richard | Budgen | | | | |
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1497

Comments

Objections to the expansion of oxford city into the green belt areas between it and the villages close by.

Why have Oxford city council allowed more business premises to be built in the northern gateway area near Wolvercote, before they have considered using all the land for new houses, to in part solve the shortage of current accommodation in the city. By allowing more commercial building they are only exacerbating their own problems!

As a Kidlington resident rep would be disappointed if the green belt between North Oxford and the villages immediately north were to be used for housing in direct contravention of government policy. Is also a member of North Oxford Golf Club, therefore is also concerned that a leisure facility that was established over a hundred years ago, and has been evolving and improving during all that time should be considered for housing. The club is used seven days a week by the diverse demographic membership, and also by some thousands of visitors each year.

There has been land set aside at Frieze farm to build alternative course, believes that the current owners of that land have applied to build a housing estate on it, although it doesn't seem to be in the district council proposed areas for housing, maybe it should be. Has the district council consulted with Frieze farm owners? Then the current course could be left alone to provide a leisure facility for any new building that does eventually go ahead.

As the new Oxford Parkway train station is so close to the golf course, doubt that the housing would be what is classed as affordable. Suspect that houses, if they were built here would be expensive 4/5 bedroom places suitable for London commuters. Also the 18 month plus disruption that the supposed improvements to the Cutteslowe and Wolvercote roundabouts, has in my opinion done little to improve the flow of traffic in either direction along the A40. More houses built in this area will only make travelling even more difficult. If houses must be built anywhere in or around Oxford, transport infrastructure must be a priority. In particular more consideration given to the humble BICYCLE, more cycle lanes that are continuous across the city not just piece meal as they are at the moment.

There are many green areas owned by the university colleges for the sporting activities of the students, but when passing, has rarely seen any activity during the week. Surely the colleges could share their green spaces using them more efficiently, thus releasing some or most of the land for housing within the city boundaries. Any new housing here would then be at the centre of where the city council claims it needs more accommodation.

Since the Government has recently revised its formula for housing requirements, will this be reflected in the final numbers of houses in and around Oxford city. As a number of people at the forum meeting I attended earlier this year pointed out, the total figure for the required housing seemed extremely high anyway.

Changes Sought

Reasons for Participation

| | | | | | | | |
|------------------|------------|------|---------|--|--|---|---|
| PR-C-0672 | 08/10/2017 | Paul | Mayhook | | | N | N |
|------------------|------------|------|---------|--|--|---|---|

1653

Comments

The whole of the plan, although based on SHMA 2014 (Table 1) and the Oxfordshire Growth Board Apportionment (Table 3) does not take into account the Housing Need figures published with the consultation document 'Planning for the right homers in the right places' by the Department for Communities and Local Government on 14 September 2017. The figures for Cherwell indicate a need for 742 new dwellings a year over the period 2016-26 (equivalent to 14,840 over 20 years) compared with 22,840 in the current Local Plan. The figure for Oxford City is 746 dwellings per year (14,920 over 20 years) compared with the SHMA median figure of 28,000 dwellings. Even if we allow for a 50% uplift in both figures (to allow for relative house prices and special circumstances), then the figures become 22,260 for Cherwell and 22,380 for Oxford City - 5,620 fewer than the SHMA. This renders the basis on which the 4,400 house allocated to Cherwell unsound.

Changes Sought

Reasons for Participation

Scrap the plan and start again, with a revised (lower) figure for the extra homes to be allocated to Cherwell. The revision should also take note of any reduction in Cherwell's own total which can be used to covert this allocation. So for example the revised housing need on the basis proposed in the consultation document is 20,000, and 2,000 extra houses are allocated from Oxford, then the 2,000 can be covered by leaving the 2015 Local Plan (which provided for 22,840 house to be built) as it is.

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|------------------|------------|--------|--------|--|--|---|--|
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | N | |
|------------------|------------|--------|--------|--|--|---|--|

1673

Comments

Based on the plans provided it seems that you have plans to allocate 1410 of 4400 in the Gosford & Water Eaton area. 32% of the total is planned for a tiny community in Oxfordshire which would increase the current area by 108%. This raises several issues:• The original figure of 4,400 has never been tested• These numbers were set before huge changes in the UK economy/political place in Europe and the world• These substantial numbers are to meet the needs of Oxford City. It does not take into consideration the substantial building plan already under way for Cherwell Council and the impact this is already having on the local area in terms of increased traffic trying to access the area.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Section 1

| | | | | | | | | |
|------------------|------------|-----------|-------|--|--|--|--|---|
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | | N |
|------------------|------------|-----------|-------|--|--|--|--|---|

1854

Comments

Cherwell's key justification for development of the Green Belt is (item 1) to meet Oxford's urgent need for housing, and notably affordable housing. Not only does it not meet the definition of 'exceptional circumstances' but it is flawed in other important respects. The 2014 SHMA projections of future housing need for Oxfordshire continue to be challenged as overambitious and inflated estimates of future employment growth, measured against current trends and the economic uncertainty of Brexit. The proposed standard methodology for calculating housing need set out in the current NPPF review suggests Oxfordshire's current forecast should be reduced by about a third and Oxford's by a half – considerably lower than the SHMA estimates. The most-recent (2014) DCLG projections of an increase of around 10,800 households in Oxford between 2016 and 2036 is also substantially less than the 28,000 houses Oxford considers necessary to meet its unmet housing need over a comparable time span. Since a realistic and sustainable estimate of future housing need is the critical factor in determining the necessity for Cherwell to accommodate Oxford's unmet housing need, in light of the lower figures arising from the proposed NPPF standardised calculation of housing need, the justification and even legality of Cherwell's current Partial Review must be questioned and the SHMA forecast challenged and reviewed before the consultation process proceeds further.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-----------|-------|--|--|--|--|--|
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | | |
|------------------|------------|-----------|-------|--|--|--|--|--|

1853

Comments

Contrary to Cherwell's stated reasons for seeking development in the Green Belt, nowhere in the NPPF or its accompanying guidance does it state that unmet housing need constitutes a valid exception to the prohibition of development on the Green Belt. Cherwell says that the 'exceptional circumstances' do exist and constitute, 12 points quoted from the Plan. NONE of these twelve assertions meet the NPPF definition of 'exceptional circumstances'. They are all unjustified. In respect of item (3), the proposed development would itself cause unacceptable and extensive harm to the existing Cherwell development strategy. All reasonable options have not been considered, and Section 6 below outlines what other option should be considered. Development of economic and social relationships and economic forecasting (items 5 and 6) and the strengthening of Kidlington centre (item 10) are aspirations, not exceptional circumstances. Nor does (item 7) 'place-shaping potential' (which is not defined) constitute exceptional circumstances, and the 'opportunity' [not the intent] to provide improved green spaces and access to the open countryside (item 11) is nonsensical when the proposed large-scale development will itself obliterate swathes of existing countryside and green space. Item 12 barely merits comment – sadly one of many 'visions' expressed in high-flown language that bears no resemblance to the actual outcome of strategic planning decisions.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-------|----------|--|--|--|--|---|
| PR-C-0738 | 02/10/2017 | Mrs Y | Thompson | | | | | N |
|------------------|------------|-------|----------|--|--|--|--|---|

1871

Comments

Object to the 'exceptional circumstances' justifying this removal of the Green Belt listed at para 5.17 (page 66) are largely implausible and represent a rather pathetic planning exercise to shoehorn in a sufficient number of homes close to Oxford City without regard to the identity of the existing villages of Yarnton and Begbroke, and without effective infrastructure. The Plan Policies PR8 and PR9 are not justified and thus the Plan is UNSOUND. I believe if this plan is approved it will set a precedent that would see other authorities throughout England and Wales to override the Green Belt Policy at will and render it redundant.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|--------------|-----|--|---|---|---|---|
| PR-C-0747 | 06/10/2017 | Dr Elizabeth | Fry | | N | N | N | Y |
|------------------|------------|--------------|-----|--|---|---|---|---|

1885

Comments

The figures this proposal was based on are themselves UNSOUND and have been revised down. Surely this means the proposal should be re-thought. Oxford City Council should increase the housing density within the City in line with most modern European Cities. Also many properties are let out to students. Private housing blocks should be built to provide accommodation for students as in other University cities.

Changes Sought

Reasons for Participation

For the reasons given and the representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported and adopt as part of this representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for inspection.

Begbroke & Yarnton Green Belt Campaign to represent at the Examination should it take place.

| | | | | | | | | | |
|------------------|------------|-------|-------|--|--|--|--|---|---|
| PR-C-0761 | 09/10/2017 | David | Brown | | | | | N | Y |
|------------------|------------|-------|-------|--|--|--|--|---|---|

1917

Comments

The 'exceptional circumstances' listed in the plan for encroaching on the Green Belt speak of "clear economic and social relationships that exist between Oxford and Cherwell's local communities at Begbroke, Yarnton, Kidlington and at Gosford and Water Eaton, and the clear potential to develop these relationships" without in any way stating what these economic and social relationships are. Begbroke and Yarnton have their own churches, their own village halls, their own pubs, their own parish councils; they are separate villages. They are only united now in their opposition to this plan to join their villages together and merge them into one. It is ridiculous to claim a knowledge of 'social relationships' when so little regard is being paid to the views and wishes of those involved. Kidlington is another place, joined to Begbroke and Yarnton by the tenuous link that is Sandy Lane which the plan proposes to close.

Changes Sought

Reasons for Participation

For these varied reasons, the proposals put forward in the plan with regard to the traffic are simply Unsound and Not Effective. Like the Begbroke and Yarnton Green Belt Campaign to act as representative during the Examination by the Planning Inspector.

| | | | | | | | | | |
|------------------|------------|-------|-------|--|--|--|--|---|---|
| PR-C-0761 | 09/10/2017 | David | Brown | | | | | N | Y |
|------------------|------------|-------|-------|--|--|--|--|---|---|

1916

Comments

The plan proposes development that would merge the villages of Yarnton and Begbroke with Kidlington making a huge conurbation on land that is green field Green Belt in contravention of the whole aim of the Green Belt, and the policy on it endorsed by Cherwell District Council as recently as July 2015. The plan purports to be for 'housing need' yet it includes a substantial area around the present Begbroke Science Park for business growth with neither explanation nor justification for this development. The area that has become Begbroke Science Park used to be a farm and ancillary old buildings and its current development as a science park is development on a brownfield site. There is no justification for extending this development into the neighbouring fields of the Green Belt around it. As it is Begbroke Science Park boasts that it is set in a 'rural idyll', and that would be destroyed.

Changes Sought

Reasons for Participation

For these varied reasons, the proposals put forward in the plan with regard to the traffic are simply Unsound and Not Effective. Like the Begbroke and Yarnton Green Belt Campaign to act as representative during the Examination by the Planning Inspector.

Proposed Submission Plan - Section 1

| | | | | | | | | |
|------------------|------------|-----|-------|------------------------------------------------------------------------------------|--|--|--|---|
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
|------------------|------------|-----|-------|------------------------------------------------------------------------------------|--|--|--|---|

520

Comments

Support with amendments. The consortium recognises the need for an exceptional circumstances case to be demonstrated in order for a review of the boundary of the Green Belt to be undertaken, in accordance with the NPPF, paragraph 83, and taking into account paragraph 1.39 of the Government's Housing White Paper, February 2017.

Changes Sought

Consortium supports the individual elements of the 'exceptional circumstances' case as defined in paragraph 5.17, and recognises their cumulative weight, with some changes. Suggested changes to points 2, 5, 8 and 11 provided. In addition, whilst the existing text at paragraph 5.17 7) speaks of the unique opportunity next to Begbroke Science Park there is no similar explanation of the advantages of the North Oxford Triangle combined sites (PR6a, b and c). In relation to paragraph 5.18, whilst it may not be inappropriate in the Green Belt, it is not necessary to provide for a new golf course to replace the course on the west side of Oxford Road identified as part of site PR6b, and stipulated in clause 21 of Policy PR6b. There are 28 golf clubs in Oxfordshire already and in a declining market there is not the demand to sustain a new golf club. Moreover the current level of membership at the North Oxford Golf Club is not sufficient to fund and maintain a new club facility. Members of the golf club have agreed to relinquish their interest in the present course in return for a capital sum to be reinvested to in an alternative club in Oxfordshire. The allocation at Frieze Farm, under Policy PR6c, should be reconsidered and reworded to make clear that it is not being provided as a compensatory measure. Suggested changes provided.

Reasons for Participation

On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination.

| | | | | | | | | |
|------------------|------------|-------|------------|----------------------------------------|--|---|--|---|
| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | N | | N |
|------------------|------------|-------|------------|----------------------------------------|--|---|--|---|

5466

Comments

Detailed comments on the test of exceptional circumstances for release of Green Belt land provided. The twelve circumstances given in paragraph 5.17 are not exceptional and are no more than general planning concepts. The rationale behind the housing target figures is flawed. Given the recent publication of a draft uniform methodology for calculating housing need and the forthcoming publication of Oxford's own housing figures, it is premature for the Council to press ahead with the allocation plans. The requirement in paragraph B.95 of the Local Plan that a partial review of the Local Plan be completed within two years of adoption is predicated on joint working assessing the additional need for Oxford, which has not been finished. The Inspector only recommended in the Non Technical Summary a joint review of the Green Belt boundaries once Oxford's specific needs were defined, which has not yet happened. The Council's obligation derives only from the agreement of the Growth Board in September 2016 to share the putative unmet housing need. There is no policy trigger, either local or national, which is compelling the Council to pursue the allocation of 4,400 additional units on Green Belt land, in addition to its own local needs. Land use decisions on Green Belt boundaries should not be dictated by decisions made by bodies outside of the planning process. The exceptional circumstances test must be applied to every Green Belt parcel, to minimise harm to the Green Belt. The Plan is based on insufficient evidence base to justify the extent and location of Green Belt release proposed, there has been insufficient consultation at Regulation 18 and linked to this, insufficient consideration given to reasonable alternatives. There was no attempt to refine broad areas of search, or to examine mutually exclusive alternative packages of site options where each package would provide for a quantum of Oxford's unmet needs. The failure in methodology is illustrated with reference to an option at Shipton-on-Cherwell quarry. The Council is not able to demonstrate that the evidence base was in place well in time to inform consideration of options/formulation of the preferred strategy.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|-------|------------------------------|--|--|--|---|
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
|------------------|------------|--------|-------|------------------------------|--|--|--|---|

2019

Comments

Do not agree with the reasons to take land out of the GB. Detailed comments on the list of exceptional circumstances for the removal of land from the Oxford Green Belt provided.

Changes Sought

Reasons for Participation

| | | | | | | | | | |
|------------------|------------|------|----------|---------------------------------------|--|---|---|---|---|
| PR-C-0788 | 10/10/2017 | Andy | Garraway | Turnberry on behalf of Exeter College | | Y | Y | N | Y |
|------------------|------------|------|----------|---------------------------------------|--|---|---|---|---|

2027

Comments

Fundamentally, Exeter College considers that both Oxfordshire Growth Board's total apportionment of homes to meet Oxford's unmet housing need and, subsequently, the apportionment figure of 4,400 homes to Cherwell District Council are not supported by the evidence base and are too low to address Oxford's unmet housing need. In addition, Exeter College considers that South Oxfordshire's refusal to accept its Oxfordshire Growth Board apportionment does not mean these homes no longer need to be provided; indeed, it is incumbent to plan for these homes in accordance with the Proposed Submission Plan's vision. The Government is currently consulting on proposals to create a standardised methodology for calculating local authorities' housing need, which would apply to all local authorities in England. The Government is currently consulting on proposals to create a standardised methodology for calculating local authorities' housing need, which would apply to all local authorities in England. The Consultation Document specifically states that 'we [the Government] propose to amend planning guidance so that where a plan is based on an assessment of local housing need in excess of that which the standard method would provide, Planning Inspectors are advised to work on the assumption that the approach adopted is sound unless there are compelling reasons to indicate otherwise.' This approach is supported by Oxford City Council who state that the new figures are only to be considered as a 'baseline' and do not take into account employment growth nor 'reflect the demand for housing' in Oxfordshire.

Changes Sought

Reasons for Participation

To ensure Exeter College's position regarding PR6c is articulated effectively

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|------------------|------------|---|--------|--|--|--|--|--|--|
| PR-C-0817 | 10/10/2017 | G | Davies | | | | | | |
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5662

Comments

Revised Housing Targets - The plans are based on out of date numbers produced in 2013/14. In the last month the County's housing target has been reduced and will have a significant impact on the County and District plans that have already been produced. The reduced Oxford City unmet housing needs can now be easily met within Cherwell District's original plans. One of the major issues driving Brexit is control of net immigration, with a nominal target of 100,000 (tens of thousands) has this been taken in to account or has it been assumed that the Government will fail to meet this objective? Long Term Strategy - The current plans to meet Oxford City's unmet housing needs only represent a short-term tactical plan. A strategic plan needs to cover a much greater time frame commencing with more fundamental issues which may be compromised if the Council presses ahead with its current proposed plans. A strategic plan must not be driven purely by housing needs alone. There are other important drivers; long term sustainability, environmental health, pollution issues, protecting the environment we wish to live in, transport, commuting issues, social housing needs, quality of life, etc.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Section 1

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|------------------|------------|--------|---------|--------------------|--|--|--|---|
| PR-C-0818 | 10/10/2017 | Pamela | Roberts | Bicester Green Gym | | | | N |
|------------------|------------|--------|---------|--------------------|--|--|--|---|

5483

Comments

Oxford City has started its Local Plan process well after the other districts. The city draft local plan does not provide a figure for unmet need nor an estimate for how well the city can meet it. Presumably an accurate and robust calculation of the unmet need can only be provided when the city completes its Local Plan. To plan the construction of 4,400 houses which will cause loss of GB land, the coalescence of Kidlington with Oxford, threaten the environment of a world heritage site at Woodstock when there is no robust evidence that these houses are needed is not sensible. Oxford City may well have the capacity to build the majority of its housing need within the city, especially if the estimate is derived from the recent data. It could increase the proposed density of new builds, it could build on brownfield sites and preferentially select to build houses on land that would otherwise be for employment. An example is the proposed Northern Gateway employment area which will attract thousands more vehicles to that area as people commute in from outside Oxford but could be better used for housing.

Changes Sought

The review of the Adopted Cherwell Local Plan is premature and should be suspended until Oxford City has completed its Local Plan and produced a robust figure for the number of houses that it is unable to build. The Inspector for the Local Plan Part 1 specified that a review of the Green Belt should happen but only after the unmet need is fully and accurately defined. If, after Oxford City has a Local Plan in place, Cherwell is called to co-operate with Oxford City by taking extra houses, then there are means for these to be accommodated without building on the Green Belt. Housing density could be increased on several sites in Cherwell as well as in Oxford City. Urban sites can take up to 70 houses per hectare. Higher density houses are necessarily smaller but 63% of Oxfordshire's need is for smaller units.

Reasons for Participation

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|------------------|------------|--------|------|--------------------|--|--|--|---|
| PR-C-0833 | 10/10/2017 | Judith | Onuh | Thakeham Homes Ltd | | | | Y |
|------------------|------------|--------|------|--------------------|--|--|--|---|

2261

Comments

It is our view that the Proposed Submission Plan represents a positive example of LPA working together to address a strategic cross boundary issue. The Proposed Submission Plan is a focused plan which aims to meet the specific unmet needs of Oxford. The approach taken involves allocating land for 4,400 additional homes in accordance with an apportionment agreed by the Oxfordshire Growth Board (OGB All Council's agreed to the apportionment figures for their area (Table 1 below) except for South Oxfordshire. Earlier this year Thakeham responded to the South Oxfordshire Second Preferred Options consultation for the South Oxfordshire Local Plan (SOLP). At the time South Oxfordshire proposed to make provision for 3,750 dwellings in order to contribute towards Oxford's unmet need. This level of provision results in a shortfall of 1,200 dwellings. In our representation we stated that we considered it necessary for South Oxfordshire to actively try to accommodate the additional 1,200 dwellings. However, South Oxfordshire have recently issued the "Publication Version" of the SOLP which continues to make provision for 3,750 dwellings towards Oxford's unmet need. The opportunity to address the need proactively and to plan positively to address all identified unmet need has therefore not been taken. There does not appear to be any evidence in the Proposed Submission Plan that any discussions have taken place with South Oxfordshire or the other Oxfordshire LPA as to how this shortfall is to be addressed. It is our view that continued and further cooperation is required to meet the remainder of this very substantial unmet housing need with the other Oxfordshire LPA. This is a particularly significant consideration given the unknown capacity of the other LPA to accommodate a similar number of new homes. Whilst we acknowledge that CDC have taken a generally proactive approach to meeting Oxford's unmet need, it is considered that failure to meet the 1,200 dwelling shortfall exposes a weakness in the current DTC across the HMA. There is a risk that a lack of co-operation will result in all Oxfordshire LPA declining to take responsibility for the shortfall. This will make it increasingly difficult for the Oxfordshire LPA to demonstrate a robust housing supply in the future. We consider that further evidence is required regarding the discussions that have taken place to address the shortfall in order to fully comply with the DTC. If the necessary discussions have not taken place it is considered that the Proposed Submission Plan has not been positively prepared as required by the NPPF. There may also be a need to amend the Proposed Submission Plan in light of the necessary discussions in order to allocate additional sites and/or increased flexibility.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|----------|---------|--|--|--|--|---|
| PR-C-0837 | 05/10/2017 | Dr James | Jocelyn | | | | | N |
|------------------|------------|----------|---------|--|--|--|--|---|

2272

Comments

The Plan promises to deliver unsustainable growth in housing supply and promote unsustainable commuting patterns. The Plan has considered housing development in isolation as the one and only solution to Oxford's need for affordable housing. It has only considered various housing development schemes in this 'all or nothing' context, when the proportionate evidence suggests that wider policy responses may present more justifiable strategies for addressing the Unmet Need identified by the SHMA. Paragraph 1.11 reads: "Oxford has a high level of housing need and problems of affordable access to the housing market." This bland but no doubt carefully considered sentence encapsulates the Plan's overall lack of integrity. It immediately establishes an erroneous context for all that follows. It seeks to establish the level of housing need as the primary issue with the question of affordability as secondary. It is immediately followed by Table 2, which notes that is "adapted" from the source document, the 2014 SHMA. "Adapted" indeed: most grievously, this table defines its figures for Housing Need as "net" numbers. Thus Oxford is presented in Paragraph 1.14 as having an "objectively assessed" net need for 28,000 new homes for the period 2011-2031. This is a serious misrepresentation of the data presented by the SHMA - a misrepresentation that underpins every argument and conclusion in the Plan. The Plan and the Sustainability Assessment both lack integrity because every part of them proceeds from this misrepresentation. Detailed comments provided on the SHMA. The policy seems entirely self-serving and moreover is in no way consistent with the government's guidance on defining sustainable development. The development proposed in the Partial Review, by imposing a minimum of 2,200 surplus market homes on Cherwell, will cause harm to the delivery of the Cherwell Local Plan by rendering its outcomes unsustainable (for e.g. in terms of commuting patterns, increased congestion and pollution). Thus even by its own definition, the Partial Review is unsustainable and thus Unsound.

Changes Sought

The Plan can only be made Sound by addressing the issue of sustainability - and that means addressing the issue of housing affordability in a wider context than that of new construction. This approach would deliver thousands of unnecessary market homes to Cherwell - a result that flatly contradicts the guiding principle of sustainability in National Planning Policy. The Plan can only be made Sound by recognising the whole range of data in the Evidence Base and basing action upon a reasonable interpretation of that data, rather than cherry picking and misrepresenting data in the tendentious fashion of the Plan as currently presented. It must be noted that certain documents in the Evidence Base, notably the Sustainability Appraisal, are compromised by the fact they explicitly proceed from such tendentious misrepresentations.

Reasons for Participation

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|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|

5504

Comments

We note that West Oxfordshire District Council, Vale of White District Council and CDC seek to meet their full apportionment. However, South Oxfordshire has not agreed to their full apportionment of 4,950 homes. South Oxfordshire District Council's (SODC) emerging Local Plan (Publication Version October 2017), which is currently going through the democratic process for approval only makes provision for an additional 3,750 homes to meet Oxford's unmet housing need (Draft Policy STRAT3: The unmet housing requirements from Oxford City, page 33). A2D seek clarity on how the surplus 1,200 homes from South Oxfordshire will be addressed within the County by the Oxfordshire Growth Board. Will South Oxfordshire be accommodating this unmet need?

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed.

Proposed Submission Plan - Section 1

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|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|

5505

Comments

Paragraph 1.42 of the Partial Review states that the "Partial Review is a positively prepared Plan. It avoids undermining the existing Local Plan's development strategy for meeting Cherwell's needs and detracting from the delivery of growth at Bicester, Banbury and former RAF Upper Heyford". CDC should not view the development strategy to meet its own housing needs and its apportionment of Oxford City Council's unmet housing need as separate. A comprehensive approach should be taken which should build on the existing vision as set out in the adopted Local Plan, which seeks to focus growth in and around Bicester and Banbury (Local Plan Part 1, page 10). The vision for the Local Plan Review should address the need to provide a balanced housing supply in locations which are both sustainable and meet the needs of Oxford City Council in a manner that is consistent with the adopted spatial strategy, not contrary. We consider this should be addressed by way of strategic allocations, focused at established settlements with strong links (e.g. transport and socio-economic) to Oxford City. Paragraphs 1.8 and 1.93 of the Partial Review state that the Oxford Green Belt boundaries will need to be amended to deliver Oxford's unmet housing need. Green Belt release is proposed around Kidlington, Begbroke and Yarnton. A2D agrees that identified sites to meet Oxford's unmet need should be well related to Oxford City. However, this does not necessarily mean sites in closest proximity (the majority of which fall within designated Green Belt). It is a question of capacity and contribution to strategic priorities and spatial strategy. A2D question whether CDC has demonstrated exceptional circumstances for revising Green Belt boundaries in the manner proposed. The release of land from the Green Belt generates in our view a comparative assessment of alternatives. We see that no evidence that this this has been undertaken.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed.

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|------------------|------------|-----|--------|--|--|--|--|---|
| PR-C-1422 | 10/10/2017 | J K | Jutton | | | | | Y |
|------------------|------------|-----|--------|--|--|--|--|---|

4542

Comments

Please think again, challenge Oxford City Council to re-assess its Housing Need and re-allocate what numbers it really needs within the ring road. Do not sacrifice our long cherished part of the Green Belt for ever and clog our roads with even more polluting traffic.

Changes Sought

Reasons for Participation

Represented by Begbroke and Yarnton Greenbelt campaign group

| | | | | | | | | |
|------------------|------------|-------|--------|-------------------------------------|---|---|---|---|
| PR-C-1443 | 10/10/2017 | Alice | Fitton | Turley on behalf of Bovis Homes Ltd | Y | Y | N | Y |
|------------------|------------|-------|--------|-------------------------------------|---|---|---|---|

4607

Comments

It is acknowledged that whilst the emerging Local Plans for Oxford City Council, Vale of White Horse District Council and West Oxfordshire District Council will seek to meet the agreed proportion of Oxford's unmet need, a shortfall of approximately 1,200 dwellings remains across the HMA due to SODC not agreeing to meet the proportion of need identified by the Growth Board. Therefore, at a strategic level the apportionment figures for all other authorities (excluding SODC) should be increased proportionately to ensure positive planning for meeting Oxfordshire's housing needs. Bovis recommend that Cherwell (and the wider Growth Board Authorities) acknowledge this shortfall and seek to meet the residual 1,200 within their emerging Local Plans. Bovis consider that focussing development through Option A (Kidlington & surrounding area) & Option B (north & east of Kidlington) is actually contrary to the adopted Local Plan (2015) given its spatial strategy. Allocating sites within the geographical areas identified by Options A & B in the Local Plan Partial Review is evidently contrary to the adopted Local Plan as it states that there will be no strategic housing growth at Kidlington. It is therefore recognised that the emerging Plan cannot logically be a 'partial review' of the Local Plan (2015) as the emerging allocations fundamentally conflict with the spatial strategy of the adopted plan. It is therefore the view of Bovis that a full review of the plan is required in order to ensure the proper & thorough assessment of impacts resulting from the allocation of sites in & around Kidlington. This should be supported by a fully robust & up to date evidence base commensurate with the need for a full review. Furthermore, Appendix 3 of the Housing & Economic Land Availability Assessment (August 2017) alludes to supporting development in Banbury whereby it states: "1.37 Whilst house prices in Banbury are somewhat lower than elsewhere in the District, there is still very good levels of development activity and housing delivery. Healthy house price rises are evident over the last 12 months, supporting the case that Banbury is an attractive housing market, characterised by good demand for housing. Collectively, this clearly shows that viable residential development occurs in this area." Bovis' land interest to the east of Warwick Road is being promoted as available & suitable for development. Subject to the grant of planning permission the site will be able to contribute immediately towards meeting Oxford's unmet housing needs, in a sustainable & acknowledged suitable location for development, in Banbury.

Changes Sought

Reasons for Participation

"To explain further the rationale behind the suggested changes and be given the opportunity to respond to any changes the Council proposes to make and any further evidence that is presented."

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|------------------|------------|-----|-------|------------------------------------------------|---|---|---|---|
| PR-C-1454 | 10/10/2017 | Liz | Boden | Pegasus Group on behalf of Richborough Estates | Y | Y | N | Y |
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4618

Comments

The fact that South Oxfordshire District Council (SODC) did not sign the Memorandum of Co-operation in November 2016, remains a fundamental issue, with consequences for the other Oxfordshire authorities. This is further evidenced by SODC publishing its second preferred options consultation on 29th March 2017, where they set out their intention to meet only 3,750 dwellings of Oxford's unmet needs, leaving a shortfall of 1,200 dwellings against the requirement for the Oxfordshire Housing Market Area. In light of this, it is contended that the 4,400 dwellings that CDC have agreed to provide to meet a proportion of Oxford's unmet housing needs, cannot be viewed as a definitive figure. Given the sustainable development opportunities remaining with Cherwell District we consider that it should take a greater proportion of Oxford City's unmet needs. Whilst it is acknowledged that CDC is aware of its obligations to comply with the Duty to Cooperate, & has sought to discharge the statutory requirements, the Local Plan Part 1 Partial Review should not progress until the issue of how & where Oxford's unmet needs are to be met is resolved. Representation includes 3 x Appendices: 1: Five year housing land supply report, August 2017, Turley, 2: Site location plan, 3: Illustrative masterplan.

Changes Sought

Reasons for Participation

To enable full consideration of the above issues identified within this representation.

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|------------------|------------|-------|----------|--|--|--|--|--|
| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
|------------------|------------|-------|----------|--|--|--|--|--|

5128

Comments

Incorrect consultation form used. Comments relate to proposed submission plan. Cherwell's Contribution to Oxford's Housing Needs - The number is only appropriate for current Local Plan preparation purposes. It will need to be reviewed very soon as the Government has recently revised Oxfordshire's housing requirement downwards. It will also need to be reviewed in the light of Oxford City's Local Plan, which is also being consulted on. Since any reduction in Oxford's requirement will come off the numbers sought outside the City such reductions would be heavily 'geared'.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Section 1

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| PR-C-1502 5129 | 09/10/2017 | Henry | Brougham | | | | | |
| Comments | | | | | | | | |
| Incorrect consultation form used. Comments relate to proposed submission plan. Spatial Relationship to Oxford The additional housing is not required to meet Cherwell's housing needs which are covered by the Local Plan | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1502 5130 | 09/10/2017 | Henry | Brougham | | | | | |
| Comments | | | | | | | | |
| Incorrect consultation form used. Comments relate to proposed submission plan. "It is difficult to see how the process can be completely unaffected by the knowledge that Oxfordshire's housing requirements have been revised downwards by the Government." | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1516 5096 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
| Comments | | | | | | | | |
| Oxford City's unmet need for housing has not been proven & therefore it is not necessary to allocate 4400 homes without the certainty of what is actually required. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1516 5099 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
| Comments | | | | | | | | |
| The huge amount of development earmarked for Kidlington is not sustainable, leading to loss of open land within green belt, and the extra traffic will add to more congestion and poor air quality on already congested local roads. This will also damage the individual character of all the surrounding villages. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1516 5098 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
| Comments | | | | | | | | |
| Oxford City are continually allocating land for employment, when Oxford has a good economic growth rate & housing is so very badly required. If land keeps being allocated for employment then of course there will be no land for homes to accommodate those people taking up employment in Oxford. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1516 5100 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
| Comments | | | | | | | | |
| The Kidlington Masterplan which supports the preservation of the separate identity of Kidlington has been given no consideration at all, and in fact ignored. This goes against advise given from the NPPF. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1516 5097 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
| Comments | | | | | | | | |
| It is too early to make decision on Cherwell's Partial Review. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1542 4844 | 10/10/2017 | Cllr Andrew | Gant | Oxford City Council Liberal Democrat group | N | N | N | Y |
| Comments | | | | | | | | |
| Paragraphs 1.12 and following make reference to Oxford's housing need as identified in the 2014 SHMA. However in September 2017 government proposed a new methodology for calculating housing need which significantly reduces the forecast need for Oxford. Leaders of both Oxford City and Cherwell District councils have argued that the supporting documents and associated calculations supplied with the new methodology produce a figure near to that in the SHMA when factors such as projected employment growth and factored in. However, until the full implications of the new methodology are fully analysed and agreed, in public, those assumptions cannot be regarded as reliable. It is clear therefore that the CDC review process should be paused while the revised numbers are fully assessed, in order to guarantee public confidence. The current plan cannot be regarded as sound if it relies on housing need figures which are different from the most recent figures produced by government. The procedural and Duty to Cooperate undertakings at para 1.15 also cannot be relied on for the same reason. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| At the end of Section 1, add text which states that the Memorandum of Understanding agreed at the Growth Board in November 2016 cannot be relied upon in the light of the new projected housing need figures issued in September 2017, and that this review is paused until the full implications of those figures are assessed and agreed | | | | | | | | |
| To ensure full representation of the views and concerns of local people by their elected representatives | | | | | | | | |

Proposed Submission Plan - Section 1

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| PR-C-1558 | 09/10/2017 | Helen | Newman | | N | N | N | y |
| 4890 | <p>Comments</p> <p>EXCEPTIONAL CIRCUMSTANCES JUSTIFYING THE DESTRUCTION OF THE GREEN BELT NOT PROVEN There is significant doubt whether Oxford has an 'unmet' housing need at all. The Government is currently revising the way housing need is calculated. On top of this, if Oxford prioritised the provision of housing over other development, it would easily be able to meet its needs. It had the perfect opportunity to provide affordable/social housing on the large development on council land adjacent to the A40 northern bypass at Barton, but instead a lot of the housing there will be far too expensive for key workers and young people to afford. No account has been taken of the Brexit effect. According to the ONS report for 2016, net migration is falling and this trend is likely to continue as EU citizens return to their own countries. In 2016 117,000 EU citizens left the UK, up 31,000 from 2015. Post Brexit, when immigration controls are more stringent, net migration is expected to fall further. Less housing will be required. There is no justification for destroying the green belt.</p> <p>Changes Sought</p> <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-1566 | 10/10/2017 | Omatage G | Kumara | | | | | N |
| 4903 | <p>Comments</p> <p>While agreeing with the fact that Oxford has a high level of housing need it cannot be agreed that Oxford cannot meet the need by itself. The statement that there are clear and exceptional reasons for providing development within the GB suggest that the strategy is based on a foregone assumption/conclusion that the Oxford City's unmet housing need cannot be met unless development is carried in the GB. There has not been a comprehensive study to look into the option of developing brownfield sites within the city to build medium (or high rise if necessary) blocks of flats as has been done in London and in other major cities all over the world. Further it is debatable if housing development in the GB will provide affordable and sustainable travel opportunities to Oxford City's places of work. With the current fast rail transport to city of London it will attract a high percentage of workers who commute to London thereby pushing the housing market up in areas outside the city boundary. It is very unlikely that the key objectives SO10, SO11, SO12 and SO13 will be achieved. Particularly on SO11 and noting the flood risk outlined at 3.20 of sustainability appraisal report, measures to deal with increased run off from new development is not adequately addressed.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1621 | 09/10/2017 | Rufus | Nicholson | | | N | N | Y |
| 5591 | <p>Comments</p> <p>Because Oxford City Council has not yet identified its own housing needs to 2036, it is not procedurally compliant of CDC to unilaterally produce housing targets based on its own assumptions of OCC's as-yet-undecided future needs and/or the dubious figures proffered by the SHMA and the Oxfordshire Growth Board. This situation in fact shows evidence of a lack of cooperation between local authorities, which is in conflict with the Duty's requirement for councils to "engage constructively, actively and on an ongoing basis". Whether any joint working has indeed taken place or not, there are, however, two ways in which CDC is applying this legislation deceitfully, or at least wrongly. Firstly, CDC is not so much working in partnership with another local authority on this matter as with a regional economic pressure group - namely the Oxfordshire Growth Board. Ostensibly the OGB exists to facilitate cooperation between the various district councils of Oxfordshire, but in reality it is (as the name reveals) an organisation which is concerned with driving economic growth. Questioning the status of the Oxfordshire Growth Board. CDC's claim to be bound by DTC legislation to adhere to the figure of 4,400 houses for OCC may then be baseless, repeated only for the ulterior motive of assisting in the supply of housing to meet the intentions of the county-wide OxLEP Strategic Economic Plan. CDC evidently would like this directive to mean that it must agree and accede to all the demands of the partner local authority (supposedly Oxford City Council) with no possibility of rebuttal or compromise; in this case the demand is to build 4,400 houses, and CDC apparently sees no possibility to alter this figure in any way. The DTC legislation says, however, that this stance is wrong.</p> <p>Changes Sought</p> <p>Proposed changes suggested on 6 points: Strategic Economic Plan; unmet housing need; SHMA; Oxford's housing capacity; apportionment; and options.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-1621 | 09/10/2017 | Rufus | Nicholson | | N | N | N | Y |
| 5534 | <p>Comments</p> <p>If Oxford City Council ('OCC') believed this statement to be true, it would not be prioritising large areas of land such as the future Northern Gateway zone for employment use rather than for housing. The fact that OCC is, however, planning to convert the Northern Gateway zone into a primarily industrial area is evidence that it does not think there is currently a pressing need for housing in the city. Furthermore, OCC has not completed its current consultation about its own Local Plan to 2036 (Oxford Local Plan 2036 Preferred Options consultation), in which housing needs are one area of enquiry. Because this legal and procedural process relating to Oxford's housing needs has not yet been completed, Cherwell District Council ('CDC') is therefore 'jumping the gun' in drawing conclusions about it, and making premature and false claims about the level of need. Sections 1.12-1.14 then go on to detail the future housing needs of OCC, and the basis of the figures involved, which originally emerged in the Oxfordshire Strategic Housing Market Assessment ('SHMA') document of 2014. Although it has always been claimed in official council communications that these figures are 'objectively-assessed', they have in fact been the subject of much controversy and criticism because they are likely to be biased in favour of excessive development (having been compiled by a company specialising in property consultancy). Reference made to the independent report commissioned by CPRE (Unsound & Unsustainable). One significant defect in the SHMA, not apparent at the time it was produced, is that international migration into Oxford is likely to be considerably lower than predicted in that document in the light of the UK's imminent withdrawal from the European Union. The 13,000 houses in the calculation added as a result of predicted future international immigration to Oxford (ibid.) is therefore certain to be wrong. Many of the respondees to CDC's last consultation on this issue were highly critical of the SHMA. CDC, however, is turning a blind eye to the inaccuracies and criticisms of the SHMA , even brazenly and ridiculously claiming that "there is no evidence not to rely on the SHMA " (ibid . p.23). Making the forecasts of the SHMA still more inaccurate is the recent news that government methodology for calculating housing requirements is changing, to the effect that Oxford now needs only around half of the original quota specified in the SHMA. If Oxford chose to adopt such a revised figure as its target, there would be no need for any adjoining local authority to accept any 'unmet need', and therefore no controversy over the location of such housing. Oxford City Council has not yet decided itself how many houses it should build up to 2036. Reference made to Oxford City Council's latest Plan and evidence. Proposed destruction of the Green Belt by building on parts of it, and so is not consistent with national policy. Such development would also not be 'sustainable'. The Cherwell/Oxford Green Belt is a natural border, highly valued by local people for its environmental, visual and recreational value, and unique SSIs, SSSIs and history. It fulfils personal and communal needs. Development on it would deprive future generations of the same benefits, and thus must be considered unsustainable and unviable.</p> <p>Changes Sought</p> <p>Proposed changes suggested on 6 points: Strategic Economic Plan; unmet housing need; SHMA; Oxford's housing capacity; apportionment; and options.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |

Proposed Submission Plan - Section 2

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| PR-C-0413 | 10/10/2017 | Theresa | Goss | Bloxham Parish Council | | | | |
| 1975 | <p>Comments</p> <p>Any proposals for development to meet this need in the rural villages in the north of the district such as Bloxham, or Adderbury, Milcombe and Deddington for example, where there has already been significant development on greenfield sites could undermine the strategy of the Local Plan. The Local Plan seeks to concentrate development on the urban centres of Banbury and Bicester and at Upper Heyford and recognises the significant contribution to new housing that the rural areas of the district have made in recent years. BPC firmly believes that meeting Oxford's need</p> | | | | | | | |

Proposed Submission Plan - Section 2

should not in any way compromise this policy.

Changes Sought Reasons for Participation

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|------------------|------------|-------|----------------|-------------------------------------------------|---|---|---|---|
| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foyne | Pegasus Group On behalf of the Dorchester Group | Y | Y | N | Y |
|------------------|------------|-------|----------------|-------------------------------------------------|---|---|---|---|

1279

Comments
 It is noted that Nine Areas of Search which included 143 sites were assessed. The areas that were selected as appropriate to meet Cherwell's proportion of Oxford's city's unmet needs are in close proximity to Oxford, i.e.. Option A & Option B as set out in para 2.19 as these locations would not undermine the delivery of the development strategy for meeting Cherwell's needs as set out in the adopted LP. A separate, complementary spatial strategy for this separate housing requirement is therefore supported. The proposed distributions, at locations adjacent to Oxford, with sustainable transport connections all take account of the origin of the unmet needs. It is noted that Options A & B accord with points 1 - 6 below. 1 the proximity to Oxford, the existing availability of public transport, the opportunity to maximise the use of sustainable and affordable transport in accessing Oxford's key employment areas and services and facilities 2. the opportunity to achieve an overall, proportionate reduction in reliance on the private motorvehicle in accessing Oxford's key employment areas & services & facilities & to achieve further investment in sustainable transport infrastructure 3. the deliverability of sustainable transport improvements in comparison to other Areas of Search 4. relationship of existing communities to Oxford 5. existing economic relationship between the areas of search & Oxford 6. the opportunity to provide affordable homes to meet Oxford's identified need close to the source of that need. It is noted that in order to ensure that the necessary housing supply will be maintained this will be managed by maintaining a separate five year supply of housing sites to specifically meet Oxford's unmet needs within Cherwell (Policy PR12a).

Changes Sought Reasons for Participation

Dorchester Group whilst not directly seeking changes to the Partial Review consider that this is a challenging strategy and much rests on the deliverability of the locations identified to meet the unmet needs of Oxford. If needs fail to be met then land at Upper Heyford could play a significant role. Area of Search F provides a sustainable option to meet the unmet needs of Oxford City as it is well-related to Oxford by way of a rail connection. Area of Search F also provides the most sustainable, deliverable option to meet the needs of Cherwell in the longer-term.

Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale.

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|------------------|------------|--------|----------|---------------------------|--|---|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | | N | N | Y |
|------------------|------------|--------|----------|---------------------------|--|---|---|---|

1434

Comments
 OGBN disagrees with the justification and fundamental basis for this plan. It is founded on the assumption of a step change to historic levels of growth in Oxfordshire, amounting to more than doubling of growth in population, housing and employment. Because of this the plan suggests that the long established strategy of diverting growth away from the city of Oxford towards the country towns is no longer feasible. OGBN disagrees with this because the proposed levels of growth are unrealistic, unproven and therefore unjustified. We consider that the arguments for a strategy to divert growth away from Oxford remain as strong as ever. An essential part of that strategy is the GB, which Cherwell Council supports. However in order for the strategy to work, the GB has to be retained in its entirety. It is not a collection of land parcels that can be picked off one by one. It is inconsistent of Cherwell to support the GB and yet to seek to build on it. It is not possible for Cherwell to satisfactorily produce this review in isolation. Oxford is surrounded by four other authorities and planning needs to be coordinated strategically between all five councils. Infrastructure needs have to be planned across boundaries and certainly cannot be confined to the limited areas covered in this review. The Growth Board has not been an effective mechanism for strategic co-ordination and its analyses of spatial options to date have been simplistic. The Councils – while claiming to be cooperating – have largely acted according to their own agendas. Oxford City Council in particular has sought to promote economic growth within the city, by protecting employment sites, without any regard of the consequences of this for the surrounding Districts such as Cherwell. It appears to be part of its own strategy to expand beyond its borders into the GB, again ignoring the purpose of the GB to protect the character of the historic city. This review cannot be effective without a well founded spatial strategy for the county. We also argue that this strategy should include a commitment to retain the Green Belt in its entirety.

Changes Sought Reasons for Participation

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|------------------|------------|--------|----------|---------------------------|--|---|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | | N | N | Y |
|------------------|------------|--------|----------|---------------------------|--|---|---|---|

1435

Comments
 See reasons for participation

Changes Sought Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | N | |
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1675

Comments
 In points 1-3 you refer to Gosford & Water Eaton Parish land as North Oxford and continue to do so throughout this document. This assumes that the land has already been put aside for Oxford City and that this entire process is a farce and a lie and that deals have already been made. This land is Gosford & Water Eaton Parish which is a self-contained community separate from North Oxford and Kidlington. As a resident here this feels like a parody of a process – not least because of the complexity of the documentation!

Changes Sought Reasons for Participation

Proposed Submission Plan - Section 2

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| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2013 | <p>Comments</p> <p>The sites would increase commuting to Oxford, less well situated for Oxford, would not provide the money that might be available for transport, etc. All of these reasons also apply to the proposed developments in the GB although, admittedly, are a bit nearer. What seems to have been forgotten in this range of options is the employment aspect for Oxford City. There is little point in taking valuable housing land within Oxford City for employment, then expecting the employees for the proposed employment to commute from the massive housing estates in the GB along with all those already commuting into Oxford. What is more sensible is to place these employment requirements in areas already allocated for them such as at Bicester, where we were promised the very high tech, university spin off industries for the already allocated employment sites. Bicester also has the housing in the CDC plan for these industries.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2014 | <p>Comments</p> <p>Agree with the Options A and B. It is interesting that the reasons listed are all ones agreed with but not for the locations suggested. Each reason describes why Oxford City needs to allocate its available land for housing at a reasonably high density rather than use it for employment. The list of bullet points we agree are applicable to Oxford City but not to the proposed massive housing developments in the GB! The proposed development will require extensive new transport infrastructure whereas this is much less within the City. The proposed development is too far out of the City to make the statement that if built it would reduce reliance on the private motor vehicle. The deliverability of sustainable transport improvements is easier within the City. There would be no need for any improvement if the employment were located in Bicester, for example. The relationship of existing communities to Oxford will be destroyed, as Begbroke, Yarnton and Kidlington would be combined into an urban sprawl joined to north Oxford. This 'coalescence' is in direct conflict with the policies in the CDC approved Local Plan! Whilst there is the opportunity to provide affordable homes in the proposal, this is unlikely to happen at the densities suggested. The developers will not wish to build affordable homes as they would reduce their profits. If the density is increased then there is more opportunity to build affordable homes and the land take from the GB would be substantially reduced. The last part of that bullet point sentence is correct in stating that the proposed homes need to be "close to the source of that need"; that is within the Oxford City limits.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0839 | 10/10/2017 | Peter | Williams | Aylesbury Vale District Council | Y | Y | Y | |
| 2274 | <p>Comments</p> <p>Considers the Cherwell LP 2011 - 2031 to be sound & considers that the Duty to Cooperate has been met with regard to cross boundary issues relating to Aylesbury Vale & Cherwell. In particular it is considered that the strategy of meeting Oxford's unmet housing need by limited changes to the GB around Oxford is preferable to any locations away from Oxford & elsewhere within Cherwell as it reduces the potential for development to generate cross boundary traffic along the A41 between Bicester & Aylesbury. The approach to Arncott on the boundary between the two council areas is therefore supported as it reflects the poor access of the location to the employment areas of Oxford which leads to the area being an unsuitable location for meeting Oxford's unmet housing needs. It is noted that the Oxford-Cambridge Expressway is addressed in the Wider Context section of the Plan & the cooperative approach to the Expressway as set out in paragraph 5.64 is particularly supported. It is assumed that the reference at paragraph 5.156 to the delivery of strategic infrastructure emerging from countywide needs including that identified in the Oxfordshire Infrastructure Strategy encompasses the future cooperation in relation to the A41.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | <p>For information, the reference in the Plan to "The emerging Vale of Aylesbury Local Plan (Draft Plan, 2016) proposes 33,300 new homes to be built in the district in the period to 2033" whilst factually correct should be amended to reflect the figure of 29,016 as contained in the published Vale of Aylesbury Local Plan September 2017.</p> | | | | | | | |
| PR-C-0877 | 05/10/2017 | Susan & Ian | Jelfs | | | | | |
| 2374 | <p>Comments</p> <p>To accommodate Oxford Housing needs, it would be best served by Kidlington. From the road users point of view, there are more travelling south, from North Oxon, than can be properly accommodated making further developments in the north of the county unsustainable. It makes sense for Oxford's needs to be met as close to Oxford as possible, for those journeying to work, local facilities and the general quality of life. In North Oxon, there are many villages which have already had large housing estates imposed on them; the upshot being that their rural character is being lost and these settlements could rapidly become nothing more than dormer communities. Adderbury, Bodicote and Bloxham have already taken more housing than seems fair, whilst other towns and villages closer to Oxford, seem to have escaped such treatment. Oxford's housing need should be met closer to the city, in those places with superior transport connections.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | | N |
| 5328 | <p>Comments</p> <p>The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in para 2.18 is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | <p>We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.</p> | | | | | | | |

Proposed Submission Plan - Section 2

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | N |
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4504

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in para 2.10 is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | N |
|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|

5327

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in para 2.14 is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

Proposed Submission Plan - Section 2

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|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|

5503

Comments

Paragraph 2.12 of the Partial Review9 sets out the 9 ‘Areas of Search’ across Cherwell which were considered as potential broad locations for growth as set out in the supporting Sustainability Appraisal (June 2017). Section 7 of the Sustainability Appraisal sets out the broad locations for growth. Paragraph 7.12 of the Sustainability Appraisal 10 states that the Areas of Search have been “identified having regard to the location of urban areas, the potential opportunities to develop on previously developed land, received site submissions and ‘focal points’ or nodes that might be developable”. As set out above, the Local Plan Review should address the need to provide a balanced housing supply in locations which are both sustainable and meet the needs of Oxford City Council. This does not necessarily mean sites in closest proximity to Oxford City. There should be a single comprehensive approach to meeting Cherwell and Oxford City Councils’ needs. The adopted spatial strategy within the adopted Local Plan is to focus the build of the proposed growth in and around Bicester and Banbury (Local Plan Part 1, page 10). The identification of reasonable alternatives should have commenced with a review of settlements with good socio-economic and transport links to Oxford City, the capacity of existing strategic allocations in these locations (i.e. NW Bicester – Policy Bicester 1), and whether they can accommodate additional housing. ‘Areas of Search’ A, B and C are all found in Kidlington. A2D acknowledge Kidlington is located in close proximity to Oxford, however, the settlement is classed as a ‘Village Centre’ under the Council’s existing settlement hierarchy (Policy SLE211). The adopted Local Plan settlement hierarchy focuses development in Bicester and Banbury. In accordance with the Council’s settlement hierarchy, development should be directed towards Bicester and Banbury as the top tier settlements and all sites within these settlements should be exhausted before considering alternatives and directing development to the second tier settlements which include Kidlington. Growth at Bicester has not been rigorously tested. The Council acknowledge at Paragraph 7.8912 of the Sustainability Appraisal that: “...Areas of Search A and B would be inconsistent with the existing Local Plan strategy of mostly avoiding development in the Green Belt”. Paragraph 83 of the NPPF (2012) states that Green Belt boundaries should only be reviewed in exceptional circumstances. We question whether exceptional circumstances have been demonstrated, on the basis that Oxford City’s unmet need could be met elsewhere in the District outside of the Green Belt, in keeping with CDC’s adopted growth strategy. Opportunities to intensify development at existing allocations should be explored to ensure continued sustainable patterns of growth in accordance with Paragraph 84 of the NPPF13. There is insufficient evidence put forward that accompanies the Partial Review to suggest that opportunities to increase capacity at existing allocated housing sites, such as NW Bicester (Policy Bicester 1), have been robustly tested. ‘Option E: Bicester and Surrounding Area’ includes the strategic allocation at NW Bicester, the boundary of which is defined by the Masterplan Site Area in the NW Bicester SPD (February 2016). As stated in Paragraph 2.1814 of the Partial Review, ‘Option E: Bicester and Surrounding Area’ was discounted on connectivity and transport links to Oxford (reasons 1-4), strategic investment (reason 5) and concerns that additional development could not be accommodated (reason 6). A2D dispute all these reasons. In response to reasons 1-4, we argue that Bicester is situated in a prominent location within the Oxfordshire ‘knowledge spine’ and the wider ‘Oxford Cambridge Arc’. The Site benefits from its close proximity to the M40 and the major strategic link road (Application 3: reference 14/01968/F dated February 2016), which will improve site connectivity and support the major scale proposed development at NW Bicester. Bicester also has good rail access. Bicester North and Bicester Village Stations are located on the Chiltern Main Line with regular train services to Oxford, London Marylebone, Banbury, Birmingham Snow Hill and Stratford-upon-Avon. There are also further significant planned infrastructure improvements that will enhance Bicester’s connectivity including the future phases of the East West Rail (also referred to as the Varsity Line). Considering the scale, quality and type of existing and planned infrastructure, as well as its existing strong transport links to Oxford City, we consider Bicester to be the ideal location to accommodate housing to meet both Cherwell and Oxford City’s needs, rather than smaller settlements such as Kidlington, which have limited infrastructure. Significant infrastructure development is required at Kidlington to support the level of growth envisaged in the Partial Review. The timescales, costs and land use implications of this require consideration. In response to reason 5, there is significant planned strategic infrastructure investment as part of the NW Bicester Masterplan. Most notably, A2D secured resolution to grant in February 2016 for a major strategic link road and railway bridge (Application 3: reference 14/01968/F) that will improve connectivity within Bicester. In response to reason 6, A2D considers additional development could be accommodated at NW Bicester. Our client can demonstrate that land controlled by A2D at NW Bicester is capable of accommodating additional housing need. We consider there to be an opportunity to review the efficiency of the NW Bicester Master Plan and its ability to meet additional housing need. In addition to the above reasons for discounting Growth Option E, Paragraph 7.80 states: “Additional significant development in the Bicester area would provide unwarranted competition for private and public investment potentially hindering the delivery of existing Local Plan policies by 2031”. We refute this reason as it is not a valid reason in respect of Bicester. Whilst we accept that the Council must consider market signals, there is no evidence to support such a restriction. Strategic Allocation (Policy Bicester 1) has identified NW Bicester as being able to deliver 6,000 homes, 3,293 of which are anticipated to come forward within the plan period (up to 2031). The trajectory for NW Bicester, as set out in CDC’s Annual Monitoring Report (March 2017) which covers the period 1 April 2015 – 31 March 2016, anticipates the delivery of 2,998 total homes at NW Bicester including 393 homes at the Exemplar site and 2,605 homes at NW Bicester (Phase 2) up to 2031. A2D considers further housing can be delivered at NW Bicester within the plan period and the Site can make a significant contribution to Oxford’s unmet housing need and Cherwell’s housing need.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City’s unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell’s settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City’s unmet need, as is currently proposed.

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|------------------|------------|-------|------|---------------------|--|--|--|--|
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
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4572

Comments

Supports the overall spatial strategy, Vision & the new Spatial Objectives (SO16-SO19) as they specifically & positively respond to the issue of meeting Oxford’s unmet need, & recognise that the strategy needed to be different to that of meeting the wider district needs. The strategy reflects how important it is for the sites to have a good spatial relationship to Oxford, & incorporates essential planning principles which align with those identified & agreed in the joint studies undertaken under the Growth Board; The strategy seeks to locate development so that it is well-connected to Oxford & supports the city’s economy (Policy PR4a); & in addition it seeks to offer people convenient affordable & sustainable travel opportunities to the city’s places of work, services, & facilities; These guiding principles are all welcomed. Supports the sites proposed in the Plan (Policies 6-10), which the evidence base demonstrates will offer residents good relationships to Oxford & sustainable travel options for accessing work & other requirements in Oxford. Welcomes how cross border issues including affordable housing & transport have been addressed for the sites which adjoin the administrative boundary, in order to achieve a joined up approach to design & integrated communities, particularly the links to the Northern Gateway site, access to Oxford Parkway station, & the sensitive consideration of Cutteslowe Park (Policy PR5).

Changes Sought

Reasons for Participation

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|------------------|------------|-------|----------|-----------------------------------|---|---|---|---|
| PR-C-1476 | 10/10/2017 | Peter | Frampton | Framptons on behalf of E P Barrus | Y | Y | N | Y |
|------------------|------------|-------|----------|-----------------------------------|---|---|---|---|

5227

Comments

Issue of soundness
At paragraph 2.14 of the Part 1 (Partial Review) Plan it is contended that other options for accommodating Oxford’s unmet housing needs include (6): ‘the likelihood that significant additional development could not be built at Bicester, Banbury and RAF Upper Heyford by 2031 in addition to that in the existing Local Plan (2015)’. The housing trajectory for upper Heyford is 150 dwellings per year. This level of delivery is significantly lower than other major allocations in the Part 1 Plan. The attention to place making and the quality of the urban environment is capable of supporting an increase in housing delivery, particularly following the completion of the community hub. The accessibility of Upper Heyford to the station (with a travel time of 15 minutes, and 12 trains per day) enhances the market delivery, and the opportunity this site, with the adjoining EP Barrus land, provides to meet some of Oxford’s unmet housing needs on land beyond the Green Belt. Upper Heyford Railway Station is within 3.3m of Chilgrove Drive – offering the opportunity to travel other than by motor car." Refers to the NPPF Para’ 79 on GB, the GB 5 purposes (NPPF Para’80), GB exceptions (NPPF Para’89) and Chapter 1 of the White Paper Fixing Our Broken Housing Market to support the submission.

Changes Sought

Reasons for Participation

To participate in the Examination as to whether the Council has properly applied Green Belt Policy.

Proposed Submission Plan - Section 2

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|--------------------------------------------------------------------|------------|--------------------|----------|---------------------------|--|--|--|---|
| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
| 5101 | Comments | | | | | | | |
| There is no proof that affordable housing is actually deliverable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1518 | 09/10/2017 | Peter | Frampton | Framptons on behalf of Lone Star Land Ltd | Y | Y | N | Y |
| 4775 | Comments | | | | | | | |
| Not Positively Prepared. Not Justified. Not Effective. Not Consistent with National Policy. These submissions are made on behalf of Lone Star Ltd who control the land hatched red as identified on the accompanying plan (Drawing PF/9634.01 LS). A separate submission has been made on behalf of EP Barrus which controls the land hatched blue on the plan. The two landowners are in discussions for a planned release of the two landholdings. The land held by Lone Star Ltd extends to some 11.7 hectares. As shown on the accompanying plan, the land interest adjoins the area of land identified for housing within the Core Strategy Villages 5. A resolution to grant planning permission has recently been made for 79 dwellings on land abutting this land holding (Ref: 15/01357/F). Policy Villages 5 sets out specific design and place making principles including avoiding development on more sensitive and historically significant sites at RAF Upper Heyford, the retention of features which are important to the character and appearance of the site; encourage biodiversity enhancement and secure environment improvement. It is submitted that this landholding displays similar physical and environmental characteristics to the adjoining site, which has a resolution to grant planning permission (albeit acknowledged that the site does not lie within the potential development area as shown on the Proposals Map). This is a detailed submission with references to: The Upper Heyford Landscape and Sensitivity and Capacity Assessment, The Upper Heyford Assessment Interim Final Report 2014, Issues to Soundness and Green Belt Policy. The land identified (red and blue) has a gross site area of some 11.7 hectares. Assuming a 70% gross to net development area to allow for green infrastructure, the dwelling capacity would be 245 new homes (density 30 dph). Developer interest in the land exists. There are no know physical constraints to development. This submission propounds that the allocation of the land edged red on the accompanying plan - as a parcel of land, or in conjunction with the land edged blue at Upper Heyford for housing development would: - Promote a sustainable pattern of development consistent with 'the most sustainable strategy for the District (IR 212) including new homes at RAF Upper Heyford' to meet some of the displaced housing need from Oxford. - Reduce the extent to which GB land may be required for housing to meet displaced housing need from Oxford, and hence - Comprises a reasonable alternative to the loss of GB. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| To participate in the Examination as to whether the Council has properly applied Green Belt Policy. | | | | | | | | |

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| PR-C-1542 | 10/10/2017 | Cllr Andrew | Gant | Oxford City Council Liberal Democrat group | N | N | N | Y |
| 4846 | Comments | | | | | | | |
| Considers that both CDC statements "considered reasonable alternatives" and that it has demonstrated "clear, exceptional circumstances for development within the Oxford GB" are unjustified, non-compliant and unsound as a result. "Reasonable alternatives" must include sites which are within reasonable commutable distance of Oxford but avoid the coalescence of Oxford and Kidlington and northward urban sprawl of Oxford, as required by the NPPF. This must mean that, for example, the Shipton Quarry site is appropriate to meet Oxford's housing need. Similarly, building on both sides of Oxford Rd (policies PR6a and PR6b) clearly breaches the NPPF requirement that settlements must not coalesce. The alternative site at Frieze Way, currently allocated as a replacement golf course, would not have that effect. These alternatives have not been sufficiently considered. Oxford City Council has re-stated the legal definition of GB that among its principal characteristics are "openness" and "permanence" The Council is right to do so. This is not consistent with the assumptions in this plan. We do not believe an "exceptional need" has been demonstrated to justify the breach of GB principles in the way the plan does. The need could be accommodated with far less damage to the GB by better and different use of some of the allocated sites, and by more consistent consideration of alternatives. Without such consideration, the plan is procedurally non-compliant, legally non-compliant with definitions of GB, and unsound in its consideration of alternatives. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| A fundamental review of site allocations is required, acknowledging that Green Belt must remain open and permanent, as required by the NPPF. Alternative sites within "easy commutable distance of Oxford" which do not cause urban sprawl or coalescence should be more proactively considered. | | | | To ensure full representation of the views and concerns of local people by their elected representatives | | | | |

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| PR-C-1566 | 10/10/2017 | Omattage G | Kumara | | | | | N |
| 4903 | Comments | | | | | | | |
| While agreeing with the fact that Oxford has a high level of housing need it cannot be agreed that Oxford cannot meet the need by itself. The statement that there are clear and exceptional reasons for providing development within the GB suggest that the strategy is based on a foregone assumption/conclusion that the Oxford City's unmet housing need cannot be met unless development is carried in the GB. There has not been a comprehensive study to look into the option of developing brownfield sites within the city to build medium (or high rise if necessary) blocks of flats as has been done in London and in other major cities all over the world. Further it is debatable if housing development in the GB will provide affordable and sustainable travel opportunities to Oxford City's places of work. With the current fast rail transport to city of London it will attract a high percentage of workers who commute to London thereby pushing the housing market up in areas outside the city boundary. It is very unlikely that the key objectives SO10, SO11, SO12 and SO13 will be achieved. Particularly on SO11 and noting the flood risk outlined at 3.20 of sustainability appraisal report, measures to deal with increased run off from new development is not adequately addressed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Section 3

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| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | | | N | Y |
| 809 | Comments | | | | | | | | |
| The 4400 figure is a working assumption to be tested. Our view is that it should not therefore be considered as given that Cherwell should provide 4400 new homes. Of this 4400 figure 1410 is allocated in Gosford and Water Eaton Parish and represents 32% of the total. There are currently 676 dwellings within the Parish so these proposals for 1410 dwellings will lead to a 208% increase in number of houses in the Parish. This is a substantial figure which in our view needs to be fully tested in terms of its impact on the Parish and its residents. We set out in other parts of our response why we believe that the figure is inappropriate given the impact on existing communities, the environment and transport infrastructure. 2. 4400 is not a figure representing true unmet need. It should be continually reviewed in light of Oxford's ability to accommodate its own needs which will change over time and therefore the 4400 figure (of which 1410 or 32% of the total is within Gosford and Water Eaton Parish) should not be taken as a fixed figure for Cherwell to provide. The Parish Council believes that housing need should be based on up to date economic forecasting. Brexit has already seen a down turn in EU research funding and a decline in the level of recruitment by the University. Employment is not set to grow any further at this time. An independent review of the economic forecasting should be undertaken which takes these factors into account, as they could affect future housing needs. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| The Plan should give greater recognition to the need to test the 4400 figure considering its impact on local communities and the environment | | | | The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision. | | | | | |

Proposed Submission Plan - Section 3

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|------------------|------------|-------|----------------|-------------------------------------------------|---|---|---|---|
| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foyne | Pegasus Group On behalf of the Dorchester Group | y | y | N | Y |
|------------------|------------|-------|----------------|-------------------------------------------------|---|---|---|---|

1280

Comments

The Oxfordshire Housing Market Assessment 2014 highlighted key issues & characteristics that have been relevant in preparing the Partial Review these are set out in para 3.39. It is noted that para 3.54 refers to the Oxford Transport Strategy which states that one of the main aims of the LTP remains to reduce pressure on the road network by encouraging the location of housing close to jobs where people can more easily walk or cycle to work & in places where people will be able to use high quality public transport to get to work. Dorchester Group support the strategy in so far as needs are proposed to be met where they arising, i.e. to meet Oxford's city's needs on specific sites in sustainable locations close to where the needs arise, rather than combining the requirement & supply across Cherwell. The specific sites to meet the unmet needs of Oxford City should be well-related to Oxford as they are required to support the economic growth of the city & therefore the interconnections between these sites & the city will be important. However, should the proposed sites, north of Oxford & Kidlington in Cherwell not deliver the required number of housing to meet needs, then land at Upper Heyford (Area of Search F) is well placed to deliver, with good transport connections to Oxford, (benefiting from a railway service to Oxford) developments at Upper Heyford would accord with objective of the PR to meet the economic needs of Oxford City. Area of Search F provides a sustainable option to meet the unmet needs of Oxford City as it is well-related to Oxford by way of a rail connection. Area of Search F also provides the most sustainable, deliverable option to meet the needs of Cherwell in the longer term. It is acknowledged that many respondents have objected to a separate housing requirement & supply for Cherwell & Oxford City (as this would not support allocations which are less well connected to Oxford) as the NPPF requires that requirements are met across a HMA. However, the disaggregation of the requirement & the supply in the LP (as supported by numerous Inspectors) should be flexible enough to ensure that the needs are addressed across the HMA whilst also providing an appropriate spatial distribution for growth. This can be achieved by introducing appropriate contingency mechanisms to ensure that the OAN of the HMA continues to be provided for, rather than allowing one of the sub-areas to under-deliver without any requirement for this to be addressed in the other sub-area. This can be addressed by the identification of reserve sites which would be supported in the absence of an appropriate supply across the District (or HMA).

Changes Sought

Dorchester Group whilst not directly seeking changes to the Partial Review consider that this is a challenging strategy and much rests on the deliverability of the locations identified to meet the unmet needs of Oxford. If needs fail to be met then land at Upper Heyford could play a significant role. Area of Search F provides a sustainable option to meet the unmet needs of Oxford City as it is well-related to Oxford by way of a rail connection. Area of Search F also provides the most sustainable, deliverable option to meet the needs of Cherwell in the longer-term.

Reasons for Participation

Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale.

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|------------------|------------|--------|----------|---------------------------|---|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | N | Y |
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1435

Comments

See reasons for participation

Changes Sought

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|------------------|------------|--------|----------|---------------------------|---|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | N | Y |
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1434

Comments

OGBN disagrees with the justification and fundamental basis for this plan. It is founded on the assumption of a step change to historic levels of growth in Oxfordshire, amounting to more than doubling of growth in population, housing and employment. Because of this the plan suggests that the long established strategy of diverting growth away from the city of Oxford towards the country towns is no longer feasible. OGBN disagrees with this because the proposed levels of growth are unrealistic, unproven and therefore unjustified. We consider that the arguments for a strategy to divert growth away from Oxford remain as strong as ever. An essential part of that strategy is the GB, which Cherwell Council supports. However in order for the strategy to work, the GB has to be retained in its entirety. It is not a collection of land parcels that can be picked off one by one. It is inconsistent of Cherwell to support the GB and yet to seek to build on it. It is not possible for Cherwell to satisfactorily produce this review in isolation. Oxford is surrounded by four other authorities and planning needs to be coordinated strategically between all five councils. Infrastructure needs have to be planned across boundaries and certainly cannot be confined to the limited areas covered in this review. The Growth Board has not been an effective mechanism for strategic co-ordination and its analyses of spatial options to date have been simplistic. The Councils – while claiming to be cooperating – have largely acted according to their own agendas. Oxford City Council in particular has sought to promote economic growth within the city, by protecting employment sites, without any regard of the consequences of this for the surrounding Districts such as Cherwell. It appears to be part of its own strategy to expand beyond its borders into the GB, again ignoring the purpose of the GB to protect the character of the historic city. This review cannot be effective without a well founded spatial strategy for the county. We also argue that this strategy should include a commitment to retain the Green Belt in its entirety.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

| | | | | | | | |
|------------------|------------|--------|--------|--|--|--|---|
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | N |
|------------------|------------|--------|--------|--|--|--|---|

1676

Comments

On page 38 you talk about a sound infrastructure, high quality of life, protecting the environment and yet if you progress through this document:• You ignore current increases in traffic on the Gosford Link road contributing to a pollution level in that area• Despite increased traffic from Bicester there is no increase in public transport (in fact it has reduced as council investment in public transport has reduced)• You are planning on laying waste to the environment by building on greenbelt. You repeat the same requirement for affordable housing elsewhere in the document but this is evidently not supported in what is actually being built and sold. Oxford Transport Strategy – really? Quotes websites concerning Westgate shoppers and traffic problems. Perhaps you can see why I don't believe you when your own Council members can't back up these plans. Therefore I dispute that this is a concrete plan and once you have permission for your building you will ignore this side of the promise or make residents wait countless years in misery until the infrastructure becomes a priority.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Section 3

| | | | | | | | | |
|------------------|------------|--------|--------|--|--|--|--|---|
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | N |
|------------------|------------|--------|--------|--|--|--|--|---|

1674

Comments

You talk about 'affordable housing' yet on page 43 you then talk about the Barton Development which has been ridiculed by the local press for not being affordable. You say one thing but then demonstrate the complete opposite. Indeed in those houses that were put aside for social housing the tenancy agreements were changed to suit the council! At no point do you define what affordable housing is especially in relation to key workers and standard key worker salaries. It is also noted that affordable housing is substantially smaller, compacted together, with little or no garden space and of a poorer quality. I would ask that you lay out clearly your plans for affordable housing. If Oxford has a 'pressing need for affordable housing' (in relation to your assertions of 'high quality life', protecting the environment') please explain the policy on current new developments e.g. Barton.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|------------|--------|--|--|--|--|--|
| PR-C-0695 | 07/10/2017 | Prof Roger | Davies | | | | | |
|------------------|------------|------------|--------|--|--|--|--|--|

1717

Comments

Underlying assumptions and strategy - Objection: the plan is predicated on provision of 4400 houses being needed. This assumption has recently been challenged and is likely to be revised downward significantly.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-------|--------|----------------------------|--|--|--|--|
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
|------------------|------------|-------|--------|----------------------------|--|--|--|--|

5487

Comments

Proposed changes suggested.

Changes Sought

Reasons for Participation

On page 49 para 3.57, the Oxford Transport Strategy is quoted. Reference should also be made to the Active & Healthy Travel Strategy (AHTS) and the new Oxfordshire Cycling and Walking Design Guides.

| | | | | | | | | |
|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|

5502

Comments

Paragraph 3.1916 of the Partial Review identifies Bicester and Banbury as the two main towns in the adopted settlement hierarchy where growth should be focused. Kidlington is recognised as a third 'urban centre' and a 'large village'. Growth should be focused at Bicester and Banbury in accordance with the Council's settlement hierarchy and spatial strategy. 2.27 To the south of the District, north of Oxford City, is designated Green Belt. Beyond the Green Belt, within the southern half of the District is Bicester. The Local Plan Review should address the need to provide housing in locations which are both sustainable and meet the needs of Oxford City Council. This does not necessarily mean sites in closest proximity to Oxford City (the current approach proposed). Bicester has good transport connections to Oxford City via the A31 and A34. Its connectivity with Oxford was boosted by the opening of Phase 1 of the western section of the East West Rail (also referred to as the Varsity Line). This linked Oxford, Bicester and London Marylebone. The future phases of the East West Rail will improve connectivity further, linking Bicester to Bedford. Bicester is also experiencing significant road infrastructure improvements, including increased capacity at the Howes Lane/ Bucknell Road junction and realigning of Howes Lane/ Lords Lane, a potential new south east perimeter road through the strategic development site at Graven Hill, connecting the A41 which leads to the M40, and a new road through the South East Bicester development. Land at NW Bicester forms the principle strategic housing allocation for Bicester (Policy Bicester 1). The site benefits from its close proximity and good accessibility to Bicester Town, via sustainable mode of transport (bus, pedestrian and cycle links) and vehicular access. The Site further benefits from its close proximity to the M40 and as noted above, the major strategic link road (Application 3: reference 14/01968/F dated February 2016) will improve site connectivity further. As identified in the Oxfordshire LEP Strategic Economic Plan: Driving Economic Growth Through Innovation (Parts 1 and 2) (Oxfordshire Strategic Economic Plan) (March 2014) Bicester, Oxford and Science Vale Oxford are recognised as key spatial gateways for growth potential in population, employment and housing. Bicester is also seen as "significant anchor" of the knowledge spine and becoming an increasingly significant location in the Oxford-Cambridge Arc, where new opportunities are arising from for an increase in science and technology based businesses and exploiting innovations and spin-outs from academic research. As stated in the Oxford to Cambridge Expressway Strategic Study Stage 3 Report (November 2016), the Oxford to Cambridge Expressway is a strategic road network which would create a high-quality east-west link between Oxford and Cambridge, via Bedford and Milton Keynes. It is recognised as one of the most significant growth corridors in the country and could unlock strategic growth including the Knowledge Spine (Science Vale to Bicester). The Expressway is estimated to be delivered post 2030. Bicester will also benefit from the new junction from M40 to access the new Garden Town at Bicester, estimated to be delivered post 2030/19 and the upgrade of the A4421 at Bicester into a dual carriageway estimated to be delivered between 2020 and 2025. Paragraph 3.7221 of the Partial Review confirms that there are a series of core route options for the Oxford to Cambridge Expressway will all options improving connectivity along the A34 key strategic route. In terms of economic links, the Oxfordshire Strategic Economic Plan focuses on a corridor to Bicester – the Oxfordshire 'knowledge spine'. Bicester's growing influence and accessibility on the 'Oxfordshire knowledge-spine' and the 'Oxford Cambridge Arc', and the presence of Oxford and Bicester village, means that there are a number of shared economic influences between the settlements. Due to its strong connections with Oxford City, we consider Bicester would be a logical location in which to bring forward new homes to meet the unmet need of Oxford City. In short, the approach to meeting the unmet need from Oxford City should be consistent and responsive to these wider strategic initiatives.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed.

Proposed Submission Plan - Section 3

| | | | | | | | | |
|------------------|------------|-------|----------|------------------------------------|---|---|---|---|
| PR-C-1519 | 09/10/2017 | Peter | Frampton | Framptons on behalf of db symmetry | Y | Y | N | Y |
|------------------|------------|-------|----------|------------------------------------|---|---|---|---|

4776

Comments

The following submissions are made on behalf of db symmetry. Submissions made to the Local Plan (Part 1) Partial Review Options Consultation on behalf of db symmetry (dated January 2017) also attached to the representation. The thrust of the Part 1 Partial Review is directed to accommodate some of the displaced housing need from Oxford. The inability of Oxford to accommodate its spatial planning needs is not just confined to housing - the limitations of suitable land also means that land to meet economic development needs also has to be addressed by the surrounding Districts. It is in this context that the following submissions are made. Detailed reference is made to The National Planning Policy Framework. It is submitted that the Part 1 Review prolongs the failure of the Council to recognise that the logistics sector is expanding – with draft policy wording supported during the Local Plan Examination in December 2014 recognising the potential need for release of additional land in response to market signals for very large scale logistics buildings which could not suitably be accommodated on existing allocated sites; and that there is a paucity of land supply for large scale logistics operations, which frustrates investment, jobs, and the needs of existing manufacturers. Efficient logistics is now embedded within the manufacturing supply chain. The Partial Review, like the Core Strategy, again fails to address the spatial needs to the large scale logistics sector serving the manufacturing base of Oxford and the employment needs of Cherwell. It also fails to recognise that ‘the logistics industry plays an important economic role both in its own right and in supporting other sectors to function through movement of goods and components’ (The British Property Federation Delivering the Goods 2015). It is submitted that this Partial Review should have made provision for the spatial needs of large scale logistics operators – to be located at key junctions on the strategic highway network, so as to efficiently serve the needs of manufacturing within the Oxford area, (‘just in time’), and to meet the needs of the hinterland population for electronic purchasing of goods. Logistics sites of regional distribution centre scale should be located so as to support this vital sector of the economy. As presently drafted, the Local Plan has no flexibility to meet the expanding needs of this business sector (Framework 21) and has failed to provide a rapid response to the changes in economic circumstances brought about by modern large scale logistics operations. Although such operations are large scale in the occupation of space, the net additional impact from employment can be accommodated within the economic growth assumptions of the SMA. 1.16 Such an allocation would support the economic growth within Oxford, and the growth agenda for Cherwell District, whose Local Plan purports to ‘support the logistics sector, recognising the jobs it provides and the good transport links that attract this sector’. Cherwell District therefore urgently needs to address this through a future Review/Partial Review of the Local Plan to ensure that the full potential of the M40 corridor to the logistics sector is exploited to deliver maximum benefits to Cherwell and the wider Oxford sub-region.

Changes Sought

Reasons for Participation

If the Examining Inspector is prepared to consider the relationship of housing growth with employment needs, then attendance on behalf of db symmetry would be welcomed as db symmetry is one of the largest investors in commercial development within Cherwell District Council.

Proposed Submission Plan - Section 4

| | | | | | | | | |
|------------------|------------|-------|------|----------------------------------------------------------------------|--|--|---|---|
| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | | N | Y |
|------------------|------------|-------|------|----------------------------------------------------------------------|--|--|---|---|

808

Comments

The Parish Council considers that the draft vision gives insufficient consideration to the impact of the proposals on existing communities and the environment. Whilst it sets out a vision for the new development proposed it does not refer to addressing the impacts of The Parish Council considers that the draft vision gives insufficient consideration to the impact of the proposals on existing communities and the environment. Whilst it sets out a vision for the new development proposed it does not refer to addressing the impacts of such development on existing residents and communities. To achieve balanced communities, the needs of the existing villages, and their villagers, need to be taken into account. In our community, local services (schools, transport, parking, medical centres) are already under strain, and cannot just deliver extra capacity for more inhabitants. A primary school already has to be extended, the lack of parking continually increases, and, at peak times, the Kidlington roundabout is very congested with commuter traffic. Travelling into and out of Oxford from our community is already very difficult due to congestion – this is noticeably worse with the new housing that has been developed in other parts of the District (e.g. Bicester) in recent years. An additional 4400 houses in Cherwell (1410 of which are in the Parish) together with further growth at Banbury, Bicester and Upper Heyford will put further pressure on the transport network through our Parish and exacerbate the problem. Additional land will be required, in some cases, to provide additional transport infrastructure whether this is road improvements, bus lane or cycleways. This will result in further development and urbanisation within the Parish and the destruction of further greenbelt/green spaces. There are already recognised air pollution problems due to traffic (as evidenced by the Air Quality Management Areas declared for the whole of Oxford and on Bicester Road). These problems will be made worse by the proposed development within and surrounding the Parish. It is difficult to see how new development on the scale proposed can “enhance and conserve the natural environment” when significant areas of countryside which is Green Belt will be lost to development. The plan as proposed allocates 3 significant sites for housing and removes 2 others from the Green Belt. This represents 12% of the Green Belt within the Parish and will significantly erode the gap between Gosford and Water Eaton, Kidlington and Oxford. In addition, the golf course, a valued historic leisure facility would also be lost. Without fully addressing the impact on local communities the Plan would not be consistent with sustainable development and the National Planning Policy Framework.

Changes Sought

The draft vision should recognise that meeting Oxford’s needs must take account of the impact on the environment and local communities including: Safeguarding the countryside from encroachment; Loss of access to the open countryside for the urban population; Removing an established historic leisure facility . e.g. closing the North Oxford Golf course and building houses upon that land; Removing valuable agricultural land; and Adding to the parking problems and travel congestion, rather than providing sustainable travel opportunities for the existing and new villagers.

Reasons for Participation

The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision.

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|------------------|------------|--------|-------|------------------|---|---|---|--|
| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | Y | |
|------------------|------------|--------|-------|------------------|---|---|---|--|

912

Comments

Historic England welcomes the inclusion of "historic environment" in Strategic Objective 15 as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-----|--------|--|--|--|---|--|
| PR-C-0438 | 07/10/2017 | Jim | Briden | | | | N | |
|------------------|------------|-----|--------|--|--|--|---|--|

1107

Comments

Objects to Strategic Objective SO17 as it is unsound and unjustified because the economic growth projection and the Oxfordshire Strategic Marketing Assessment 2014 are themselves obsolete, unsound and unjustified.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-----|--------|--|--|--|---|--|
| PR-C-0438 | 07/10/2017 | Jim | Briden | | | | N | |
|------------------|------------|-----|--------|--|--|--|---|--|

1108

Comments

Objects to Strategic Objective SO18 because there is no mechanism to ensure affordability or that the new accommodation will not overwhelmingly be taken by incomers. This applies to all of proposals PR6-10.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Section 4

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| PR-C-0438 | 07/10/2017 | Jim | Briden | | | | | N |
| 1110 | Comments | | | | | | | |
| Object to the claim that the proposals contribute to Strategic Objective SO19 because the infrastructure proposals are merely unjustified and unposted ideas. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0465 | 08/10/2017 | Colin & Sarah | Fletcher | | | | | |
| 1140 | Comments | | | | | | | |
| Oxford's Unmet Housing Need is Unproven: The Oxford City's total housing need is grossly overstated as it is based on the flawed Strategic Housing Market Assessment. The Oxford Times also mentioned that there are over 1,800 homes sitting empty in Oxfordshire, which could be used to meet some of this need. Oxford should prioritise solving its own housing crisis ahead of speculative industrial developments to create more employment. It would also be better to build the houses nearer to places of employment rather than creating satellite settlements and produce more congestion with people having to commute. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | | N Y |
| 1261 | Comments | | | | | | | |
| From Atkins report: Morning arrivals at the Peartree, Oxford Parkway, Redbridge and Seacourt P&R sites contribute, in particular, to traffic using the three A34 interchanges to the west of the city. Removing this demand through capturing those users further from the city would have an immediate positive impact on the operation of the A34 and other roads it intersects as vehicles using the sites would no longer need to cross it. The Oxford Transport Strategy acknowledges that future housing and employment growth within Oxfordshire is set to further exacerbate congestion on the A34, the outer Ring Road and other corridors that feed into the city, unless traffic can be captured before it reaches them.- a 7.5 ton weight limit is proposed for Burford - one of the proposed diversions is the A44 from Pear tree - yet more heavy traffic through our village.- The Infirm and shoppers will not be cycling.- There is one Tuesday inter-village bus in Begbroke. Catching a bus in the utopian scene that appears to be set by planners is not realistic for many people.- People will travel to shop – increasing the burden on the roads.- Further expansion at Eynsham, Long Hanborough and Woodstock will impact further on traffic problems. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | | N Y |
| 1262 | Comments | | | | | | | |
| The Need for Inner and Outer Sites As outlined, Atkins' view from the results of the modelling from this commission is that there is unlikely to be sufficient demand based on the model outputs to justify operating a two-tier system of sites (whereby Peartree, Seacourt and Redbridge are retained) in the longer term. It should be noted that the modelling data is focussed on an average weekday and is conservative to ensure compliance with government guidance for modelling and appraisal. Begbroke comment: This would release additional housing sites in the city. Gives detailed list of Catchment of proposed Park & Rides and the A44 Park and Rides: A detailed list given illustrates that people travel from many settlements outside Oxford.- Development of housing options C-I discounted by the above policy is unfounded as people are prepared to travel. Perhaps improved public transport services to these locations would be a better alternative to destruction of green belt?- The catchment area suggest that the Areas of Search considered (Page 9 summary booklet) could have included more areas.Workplace levy- OCC estimates that there are currently of the order of 6,000 private non-residential spaces in the city centre and hence the introduction of the Workplace Parking Levy may theoretically lead to a potential reduction of approximately 600 spaces if the 10% assumption is applied. Based on a broad assumption that those who are no longer able to park at their workplace may instead opt to move onto P&R, car sharing, or other parking areas in the city or other modes of transport (a three-way split), Atkins has estimated the impact that the Workplace Parking Levy introduction could have on demand for P&R in the city. Park and Ride A44 7 Site 7 (Kidlington Airport) – southeast of the A44 / A4095 Junction - Est. Cost £12.5 million.- Various options at or close to roundabout- S3 only able to capture A44 corridor catchment with Kidlington area assumed to be captured by existing bus services, but could offer airport parking. (from Atkins report although this has changed with 500/S7 buses.) | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | | N Y |
| 1263 | Comments | | | | | | | |
| Detailed references are made to Oxford University Planning Applications. This includes extracts from committee reports and detailed conditions. Issues about non-compliance with some conditions raised. Comments made by the CPRE to these applications is quoted in detail. It was not a permission to justify huge developments. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | | | | | |

Proposed Submission Plan - Section 4

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|------------------|------------|---------|--------|-------------------------|--|--|---|---|
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
|------------------|------------|---------|--------|-------------------------|--|--|---|---|

1247

Comments

Refers to Page 6 of summary booklet. "The evidence we have gathered and the consultation feedback we have received, have shaped our proposed vision for meeting Oxford's unmet housing needs. The vision responds to the specific needs and growth of Oxford, the relationship between housing and employment, and the importance of building sustainable communities that are well related to Oxford and respect the Cherwell context" 1. Is it vested interests that have shaped this vision? 2. Around 1300 responses sent to previous consultation - were mostly against the plans and ignored by CDC Executive. 3. Cherwell has simply rolled over and accepted Oxford's request with NO opposition whatsoever. 4. We are not confident, that Cherwell will take any notice of opposition views. The proposals are not justified 5. Layla Moran MP has recently made a public call to Cherwell District Council to stop the consultation immediately in light of the new government figures projecting future housing need for England. 6. Under these new calculations, which are due to be applied from 31 March 2018, the number of houses Oxford claims it needs, falls by over 40% (along with Cherwell's need falling by 33%). 7. It was reported that Councillor Wood told a representative from Begbroke Yarnton Green Belt Campaign to "lawyer up". This is a village with around 658 electors and very limited financial resources to fight this battle. Withdraw the proposals NOW

Changes Sought

Withdraw the proposals.

Reasons for Participation

Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say.

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|------------------|------------|-------|---------------|-------------------------------------------------|---|---|---|---|
| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foyn | Pegasus Group On behalf of the Dorchester Group | Y | Y | N | Y |
|------------------|------------|-------|---------------|-------------------------------------------------|---|---|---|---|

1281

Comments

This is supported. The vision responds to the specific needs & growth of Oxford, the relationship between housing & employment & the importance of building sustainable communities that are well related to Oxford. The Strategic Objectives in meeting Oxford's unmet housing needs are supported. However, we do have some detailed points as follows: The draft vision to meet Oxford's unmet housing needs in Cherwell seeks to provide for new balanced & sustainable communities. However, it is unclear what is meant by 'balanced' communities'. This is often used to refer to a balance between jobs & workers, but that would not be appropriate in this instance. The reason the housing is required is largely to meet the economic needs of Oxford City. Therefore, in supporting these needs, housing needs to be located to reduce commuting & consequently in the most sustainable locations to meet Oxford's unmet needs. Any additional economic development within Cherwell District would compete directly with the economic needs of Oxford City and undermine this objective. Strategic Objective SO17 sets out the commitment to meet Oxford City's unmet needs so that it supports the economic growth which underpins the SHMA and the local economies of Oxford and Cherwell. It is unclear whether the objective is seeking to deliver the identified unmet needs of Oxford City (4,400 homes); or the economic growth identified in the SHMA; or the OAN identified in the SHMA or sufficient housing to support the economies of Oxford and Cherwell. Each of these objectives are distinct & would necessitate a different policy response in the Local Plan Part 1 Partial Review. This would benefit from clarification.

Changes Sought

Dorchester Group whilst not directly seeking changes to the Partial Review consider that this is a challenging strategy and much rests on the deliverability of the locations identified to meet the unmet needs of Oxford. If needs fail to be met then land at Upper Heyford could play a significant role. Area of Search F provides a sustainable option to meet the unmet needs of Oxford City as it is well-related to Oxford by way of a rail connection. Area of Search F also provides the most sustainable, deliverable option to meet the needs of Cherwell in the longer-term.

Reasons for Participation

Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale.

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|------------------|------------|--------|----------|---------------------------|--|--|---|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | | | N | N | Y |
|------------------|------------|--------|----------|---------------------------|--|--|---|---|---|

1434

Comments

OGBN disagrees with the justification and fundamental basis for this plan. It is founded on the assumption of a step change to historic levels of growth in Oxfordshire, amounting to more than doubling of growth in population, housing and employment. Because of this the plan suggests that the long established strategy of diverting growth away from the city of Oxford towards the country towns is no longer feasible. OGBN disagrees with this because the proposed levels of growth are unrealistic, unproven and therefore unjustified. We consider that the arguments for a strategy to divert growth away from Oxford remain as strong as ever. An essential part of that strategy is the GB, which Cherwell Council supports. However in order for the strategy to work, the GB has to be retained in its entirety. It is not a collection of land parcels that can be picked off one by one. It is inconsistent of Cherwell to support the GB and yet to seek to build on it. It is not possible for Cherwell to satisfactorily produce this review in isolation. Oxford is surrounded by four other authorities and planning needs to be coordinated strategically between all five councils. Infrastructure needs have to be planned across boundaries and certainly cannot be confined to the limited areas covered in this review. The Growth Board has not been an effective mechanism for strategic co-ordination and its analyses of spatial options to date have been simplistic. The Councils – while claiming to be cooperating – have largely acted according to their own agendas. Oxford City Council in particular has sought to promote economic growth within the city, by protecting employment sites, without any regard of the consequences of this for the surrounding Districts such as Cherwell. It appears to be part of its own strategy to expand beyond its borders into the GB, again ignoring the purpose of the GB to protect the character of the historic city. This review cannot be effective without a well founded spatial strategy for the county. We also argue that this strategy should include a commitment to retain the Green Belt in its entirety.

Changes Sought

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Proposed Submission Plan - Section 4

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|------------------|------------|--------|----------|---------------------------|---|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | N | Y |
|------------------|------------|--------|----------|---------------------------|---|---|---|

1435

Comments

See reasons for participation

Changes Sought

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review.

The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|------------------|------------|-------|---------|--|--|--|--|
| PR-C-0580 | 03/10/2017 | Lorna | Bennett | | | | |
|------------------|------------|-------|---------|--|--|--|--|

1463

Comments

Writes with a heavy heart regarding the proposed 4,400 new houses to be built in and around Yarnton and Begbroke due to Oxford City's unmet housing need and is saddened greatly that you think building on green belt land is acceptable. Does not believe it has been proven that the number of so called houses required has been grossly over estimated. Also believes that this estimate was taking into account (before?) any new businesses which are to locate to Oxford or indeed to be built. These have not yet happened and so how do you estimate the housing needs? It is pure conjecture which is overly estimated. Oxford City must have plenty of sites that can cater for their housing requirements, or at least a vast majority of it, such as brown belt land, derelict sites and the like. Would also assume that there are properties currently vacant/derelict and have been for some time that could also be used, either in their own ownership or use compulsory purchase orders. They also have better road links and infrastructure to cater for the extra traffic involved or the use of public transport which is also far superior to that we have in this area.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------|-----------------------------------|---|---|---|---|
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | Y | Y |
|------------------|------------|-------|--------|-----------------------------------|---|---|---|---|

1620

Comments

Support for Cherwell District Council's positive steps in taking forward a Local Plan review to help address Oxford City's unmet housing need. The Strategic Objective rightly recognise the need for Cherwell to work in partnership with other authorities in delivering Oxford's unmet housing needs. They also rightly recognise the need for transport improvements.

Changes Sought

Reasons for Participation

No changes to the Strategic Objectives.

To address cross-boundary issues with West Oxfordshire

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|------------------|------------|-------|--------|-----------------------------------|---|---|---|---|
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | Y | Y |
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1619

Comments

Support for Cherwell District Council's positive steps in taking forward a Local Plan review to help address Oxford City's unmet housing need. It is important to consider the relationship of sites with Oxford and consider how well they contribute to helping meet Oxford's needs. The Vision is an appropriate vision in principle and sets out a range of important factors.

Changes Sought

Reasons for Participation

No changes to the Vision.

To address cross-boundary issues with West Oxfordshire

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|------------------|------------|--------|--------|--|--|--|---|
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | N |
|------------------|------------|--------|--------|--|--|--|---|

1677

Comments

Your Strategic Objectives SO16 – SO19 are in direct contradiction to your plans set out in 2015. You will be back tracking on every single one of those strategic commitments. Quotes a website in the letter concerning affordable housing and the huge price tag which soars above the city average and would ask if you are actually having a laugh? Your proposals suggest ridiculous ideas like moving an established golf course somewhere else (and if that is possible then you should go back to Oxford City Council to discuss what they can do in a similar vein – why is this possible in Gosford & Water Eaton and not in Oxford City)? Your plans in this area will require building on Green Belt. How dare you think this is a viable option. Green Belt is not a 'reserved for planning' notice that can be used up when you feel ready for some new builds. This is not an exceptional need. You haven't even proven you need this many houses. The plans need to be revised to avoid building on any green belt land what so ever. In relation to SO19 refers to news article to indicate how unprepared Oxford City is for the launch of Westgate Centre. You have not addressed the impact on local communities and the Plan would not be consistent with sustainable development and the National Planning Policy Framework. The draft vision should recognise that meeting Oxford's needs must take account of the impact on the environment and local communities including: • Safeguarding the countryside from encroachment; • Loss of access to the open countryside for the urban population; • Removing an established historic leisure facility . E.g. closing the North Oxford Golf course and building houses upon that land; • Loss of 12% of the Green Belt within the narrowest gap between Gosford and Water Eaton, Kidlington and Oxford. • Removing around 110Ha of valuable agricultural land; and • Adding to the parking problems and travel congestion, rather than providing sustainable travel opportunities for the existing and new villagers.

Changes Sought

Reasons for Participation

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|------------------|------------|------------|--------|--|--|--|--|
| PR-C-0695 | 07/10/2017 | Prof Roger | Davies | | | | |
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1717

Comments

Underlying assumptions and strategy - Objection: the plan is predicated on provision of 4400 houses being needed. This assumption has recently been challenged and is likely to be revised downward significantly.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Section 4

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| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| 1962 | <p>Comments</p> <p>Support. The consortium broadly supports the vision and objectives of the Partial Review, and in particular the strategic objectives that indicate:• the commitment to joint working with the City and County Council to achieve the best possible outcomes;• the support for the projected economic growth that underpins the 2014 SHMA;• the intention to provide housing that meets the needs of Oxford both in its scale and range in terms of tenure, type and affordability; and• meeting the need in a way that complements the Local Transport Plan, specifically improving the availability of sustainable transport options.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination.</p> | | | | | | | |
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| 1961 | <p>Comments</p> <p>Support with amendments. The consortium supports the vision for meeting Oxford's unmet housing need in Cherwell and particularly notes the support that it is intended to give to the city's world-class economy, universities and its local employment base. To be truly sustainable, proposals should contribute to the 3 roles of sustainability as identified by the NPPF, paragraph 7; social, environmental and economic.</p> <p>Changes Sought</p> <p>The consortium proposes some additions to the objectives for new development (see underlined additions below), so that it;</p> <ul style="list-style-type: none"> ii) is well connected to Oxford and nearby communities; iii) is of exemplar design which responds distinctively and sensitively to existing local communities as well as the built, historic and environmental context; iv) is supported by necessary infrastructure, including green and social infrastructure; vi) contributes to improving health and well being and to the success of the economy; <p>Reasons for Participation</p> <p>On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination.</p> | | | | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2012 | <p>Comments</p> <p>Disagree with the objectives SO16 and SO17 for the reasons previously stated under our objections to the Vision. Objective SO18 is unlikely to achieve the 'affordable' homes at the densities on the housing estates suggested. The developers will want to build four and five bedroom houses to maximise their profit, taking unnecessary hectares of land in the process. By increasing the density of the proposed housing it is quite practical to reduce the proposed land take in the GB considerably. In fact, if Oxford City used higher densities of their housing, there is not an unmet need at all! Objective SO19 we object to as this presumes the plan is required in spite of a more sensible approach to the issues as described under our objections to the Vision. The County Transport 'Plan' is nothing more than a list of issues and would have to change to take these proposed district developments into account, assuming they are approved through an EiP. The area from Kidlington, Begbroke and Yarnton through Pear Tree roundabout, Woodstock Road roundabout and Banbury Road Roundabouts is already beyond full capacity and with no land available to either increase the size of the roads or add new roads the proposal would bring this area of Oxfordshire to a standstill. The rail system is also at capacity and we submit there is no availability to add any new stations on this major line. Suggesting that the A44 could have one lane closed for a bus lane would create major traffic issues along its whole length to and beyond Woodstock.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2011 | <p>Comments</p> <p>Do not support the vision. The first line suggests the plan "... meets Oxford's agreed, identified housing needs ...". How can Cherwell agree to an unidentified Oxford housing need until that 'housing need' is proved by an EiP for the Oxford Plan? Whilst you might agree with the SHMA for Oxford, you have not taken into account or apparently argued with Oxford City Council about their plans to locate their apparent housing need locations. The whole premise from Oxford City is to "ring fence" areas of their land that is available for development to even more employment. Meaning that the desperate need for housing within the City boundary would not be met. This failure would entail those who currently work in the City but cannot find suitable housing to take up something on one of the massive estates proposed by CDC in the GB. Adding to the already congested transport infrastructure in contradiction with both the CDC and the City's prime aims to promote walking and cycling. Item iv suggests the proposed housing estates in the GB will be "supported by necessary infrastructure" but this is not technically feasible as the area is already heavily congested. Item vi suggests these massive housing estates in the GB would "contribute to improving health and well being" but we submit that adding to the already congested and polluted transport system and destroying part of the GB unnecessarily would be bad for health of these residents who are supposed to work in congested Oxford City. Item vii has to be a cynical comment as destroying the GB is hardly conducive to "conserving and enhancing the natural environment"! The suggestion that a few supposed "wildlife sites" might be incorporated into the massive housing estates is just not practical as "wildlife" is unlikely to inhabit these manicured areas.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0790 | 10/10/2017 | Chris | Shaw | Bloor Homes Western | N | Y | N | Y |
| 5379 | <p>Comments</p> <p>Strategic Objective SO16 - CDC has already committed to helping unmet need from neighbouring authorities. However, without a robust approach to this matter, the plan cannot be found sound. Indeed it was only on the basis of the paragraphs confirming how this unmet need would be addressed within the adopted Local Plan (in particular paragraph B.95) that the Cherwell LPP1 was found sound and the Inspector considered that CDC had appropriately met their duty to cooperate requirements. Strategic Objective SO16 is therefore supported. Strategic Objective SO17 is broadly supported. It is however important to provide an appropriate evidence base to justify the level of Oxford's unmet housing needs. The apportionment of 4,400 can only be treated as a minimum to ensure the soundness of the plan. Strategic Objective SO18 - The apportionment of housing between the Oxfordshire Authorities is likely to need to be increased and therefore the apportionment of 4,400 to CDC can only be treated as a minimum in order to ensure the soundness of the plan. With the ambiguity of appropriately justifying the level of Oxford's unmet need it is not possible to confirm whether the plan and proposed approach are sound or otherwise. Strategic Objective SO19 - The spatial strategy for Cherwell seeks to focus growth within and around Banbury and Bicester. Focussing growth within and adjacent to the key urban areas also supports the delivery of new bus services, allowing new routes to be concentrated along key corridors, maximising the viability of investment in these services. Strategic Objective SO19 is broadly supported.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>It is considered necessary to ensure that the Local Plan Partial Review is legally and procedurally compliant, positively prepared, justified, effective and compliant with national policy.</p> | | | | | | | |

Proposed Submission Plan - Section 4

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| PR-C-0791 | 10/10/2017 | Keiron | Ward | | | | N | Y |
| 2031 | <p>Comments</p> <p>The growth and the level of housing need are much lower than estimated in the SHMA. They rely on assumptions of high growth in jobs in Oxfordshire requiring many people to move into the county. Understands that this is driven by the Local Enterprise Partnership's ambition. The option trying to force an increase in population by 40% in a largely rural county has not been discussed with the electorate. Detailed comments provided on Oxford's unmet housing need and capacity. Cherwell has failed to work with Oxford City Council on strategic employment site planning. It failed to take part in Oxford's Northern Gateway EiP, which is a key driver for the current Local Plan revision choice of sites nearest Oxford. There is no joined up thinking on how many 'knowledge based' or technology/ science parks are needed. Consequently there are proposals for several in close proximity at Langford Lane Kidlington, Begbroke Science Park, the Northern Gateway and near Eynsham. This is massive over-provision since the long well-established Oxford Science Park, is incomplete and the buildings are under occupied). Strategic Objective SO17. Object to Strategic Objective SO17 "projected economic growth" . These are not evidence based. Object to planning for massive economic growth in an area that has almost full employment. Creating extra jobs will increase housing demand without tackling the local need for more affordable housing – by that I mean affordable to the average worker. The actual local 'housing need' is shown to be much lower than claimed in the SHMA as shown by the Government consultation "Planning for the right homes in the right places" (September 2017). Such is the overwhelming weight given to economic growth that the plan fails to consider balancing this against social and environmental considerations. Consequently the Plan is not be consistent with achieving sustainable development.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | The plan should be withdrawn. The Oxfordshire authorities should revise economic growth downwards. They should cooperate on a more flexible and coordinated plan for growth that is responsive to actual rather than wild over projections. | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |
| PR-C-0801 | 10/10/2017 | Alison and Simon | Street | | | | | N |
| 5527 | <p>Comments</p> <p>Consider that meeting Oxford's unmet housing need should not supercede the need of Kidlington and Yarnton communities for a better balance between affordable and high market value properties. When considering the connections to Oxford, since the main Banbury Road is already very congested, and likewise the northern ring road roundabouts, any substantial new housing development will exacerbate this already unsatisfactory situation. The proposed developments should include infrastructure that allows optimal access between Kidlington and an expanded Yarnton. It cannot depend only on the existing road network. In addition to reflecting Oxford's diverse needs, Cherwell's priority should be for the needs primarily of its local communities, especially to address the building of affordable housing. House prices in Kidlington are already too high for those starting out on the housing ladder. The review should take into account the Government's recent reassessment of Oxford's housing need which shows reduced numbers. Any breach of the green belt should be kept to a minimum. All brownfield sites within the ring road should be fully developed before any green field sites are allocated within Cherwell.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
| 5023 | <p>Comments</p> <p>OCC agree that the LPPR should provide a vision, set of objectives and a spatial strategy specifically for delivering housing to meet Oxford's unmet needs, in the context of the Plan Part 1 being geared to meeting the needs of Cherwell District, with growth and new infrastructure provision focused on Bicester and Banbury. The Vision for meeting Oxford's unmet needs within Cherwell is supported in that it seeks to provide housing, including affordable housing, where it will be well connected to Oxford's key employment locations and the City centre and will help to deliver the Oxford Transport Strategy. OCC agree that a number of the Key Objectives of the existing Plan Part 1 are relevant to Oxford, especially SO12 which seeks to focus development in sustainable locations and SO13 which seeks to reduce dependency on travel by private car and increase opportunities for travel by public transport, cycling and walking. Additional objectives are also supported, particularly SO16 which refers to joint working on planning and infrastructure delivery and SO19 which is to align the new housing with LTP4 and the Oxford Transport Strategy. The County Council will continue to work with CDC and the City Council for the necessary infrastructure to support Cherwell's share of Oxford's unmet housing need. The LPPR spatial strategy which focuses development on land in North Oxford, Kidlington and along the A44 corridor is fully supported. These locations have strong economic links to Oxford; offer the opportunity to build on existing public transport and other infrastructure capacity e.g. education and help fund the delivery of planned transport investment in Rapid Transit corridors, remote Park & Ride, and cycling and walking improvements set out in the County's Local Transport Plan and as part of the Oxford Transport Strategy. A number of these locations were identified as potential strategic spatial options for Oxford's unmet needs and assessed through the Growth Board post SHMA strategic work programme, the outcome of which underpins the Growth Board apportionment of unmet need.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0834 | 10/10/2017 | Linda | Ward | | | | N | N |
| 5681 | <p>Comments</p> <p>The growth and the level of housing need are much lower than estimated in the SHMA. They rely on assumptions of high growth in jobs in Oxfordshire requiring many people to move into the county. Understands that this is driven by the Local Enterprise Partnership's ambition. The option trying to force an increase in population by 40% in a largely rural county has not been discussed with the electorate. Detailed comments provided on Oxford's unmet housing need and capacity. Cherwell has failed to work with Oxford City Council on strategic employment site planning. It failed to take part in Oxford's Northern Gateway EiP, which is a key driver for the current Local Plan revision choice of sites nearest Oxford. There is no joined up thinking on how many 'knowledge based' or technology/ science parks are needed. Consequently there are proposals for several in close proximity at Langford Lane Kidlington, Begbroke Science Park, the Northern Gateway and near Eynsham. This is massive over-provision since the long well-established Oxford Science Park, is incomplete and the buildings are under occupied). Strategic Objective SO17. Object to Strategic Objective SO17 "projected economic growth" . These are not evidence based. Object to planning for massive economic growth in an area that has almost full employment. Creating extra jobs will increase housing demand without tackling the local need for more affordable housing – by that I mean affordable to the average worker. The actual local 'housing need' is shown to be much lower than claimed in the SHMA as shown by the Government consultation "Planning for the right homes in the right places" (September 2017). Such is the overwhelming weight given to economic growth that the plan fails to consider balancing this against social and environmental considerations. Consequently the Plan is not be consistent with achieving sustainable development.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | The plan should be withdrawn. The Oxfordshire authorities should revise economic growth downwards. They should cooperate on a more flexible and coordinated plan for growth that is responsive to actual rather than wild over projections. | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |

Proposed Submission Plan - Section 4

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| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | Y | Y |
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5019

Comments

The Tripartite welcomes and supports the Council's Strategic Objectives (SO) and spatial planning development approach to meeting Oxford's Unmet Housing Needs as set out in SO16, SO17, SO18 and SO19 on page 60 of the Proposed Submission Plan. The University has engaged with the Council, Oxford City Council, Oxfordshire County Council and other authorities on the Oxfordshire Growth Board, including in discussions with the National Infrastructure Commission, DCLG, OxLEP and others, which have all been aimed at helping to address Oxford's unmet housing needs. Detailed examples of engagement provided.

Changes Sought

Reasons for Participation

The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.

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| PR-C-1388 | 10/10/2017 | David | Abbott | Highways England | | | | |
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4492

Comments

We welcome the wider Local Plan objectives which focus on locating development in sustainable locations in the District and in close proximity to facilities and services, including public transport options. We welcome the commitment to a collaborative approach between the county and district councils in facilitating improvements for sustainable transport to access Oxford. We also wish to continue to be part of this collaborative approach, to ensure that the impact of development upon the SRN is identified and the need for potential enhancements to the SRN is determined.

Changes Sought

Reasons for Participation

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| PR-C-1396 | 09/10/2017 | Paul | Walker | Oxford Bus Company | | | | Y |
|------------------|------------|------|--------|--------------------|--|--|--|---|

4502

Comments

SUPPORT the policy. Keen to focus the quantum of development along existing transport corridors where possible or wheredevelopment is concentrated where volumes can justify the provision of a bus service. Having higher concentrations in a place that already has established public transport links will allow this 'network' to grow for the benefit of all residents. Main desire is to ensure that new developments are serviceable by all transport modes including the bus, and that developments are suitable for buses to access new development which can sustain viable commercial bus operation & reduce reliance on public subsidy once "kick-start" funding for new development ceases. This will make developments overall more sustainable environmentally and economically. The various options for developing sites as well as the need to support rural communities with a limited amount of local housing. However for development to be sustainable, not only in terms of transport but also across other services areas (Schools, Health Provision, Sports & Recreation etc.) it would seem reasonable to locate development on the urban fringe at locations which are more sustainable in terms of delivering services and which are contained within elements of this plan. Support the aims of LTP4 however we do have severe concerns about the aspiration of these plans & how they, in some cases, are very little more than academic idealisms. Question the ability to deliver the infrastructure required against the clear gap between aspiration and funding. Whilst the LTP highlights strategic long term aspirations the mid-term is somewhat bereft in what will be delivered and how. It is essential that developments are phased in such a way that allows for infrastructure to be delivered that enables development to be sustainable. This includes how developments will be connected and initiatives to ensure journey times are reduced and journey time reliability is enhanced. To this end as part of this plan there needs to be clear statement of how the authorities will work together in delivering the required infrastructure and how this will be phased. Equally, with new development it needs to be quite clear how developments in areas, for example, Kidlington will be delivered in a phased manner to ensure that development contributions can be best used to enable new or improved bus links that can become financially viable in their own right.

Changes Sought

Reasons for Participation

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5300

Comments

Considers that the growth and the level of housing need are much lower than estimated for reasons given below (see PR1). They rely on assumptions of high growth in jobs in Oxfordshire requiring many people to move into the county. These projections of jobs growth are exaggerated in order to support funding bids from the Local Enterprise Partnership. 2.4 Some growth will of course occur. However much of this can continue to be directed away from the City as under the 'country towns' approach which has operated in the past. Indeed, through true co-operation between the Oxfordshire Councils, such an alternative strategy would will help to protect the city from overdevelopment, would be consistent with the fundamental purpose of the Green Belt, and would be sustainable. 2.5 In contrast, the expansion of Oxford is unsustainable. The more Oxford expands the more will be the damage to the historic city and the more would be the loss of the Green Belt which exists to protect it. The Green Belt would gradually disappear. 2.6 Oxford City Council has contributed to development pressures by encouraging excessive provision for employment land in the city to the detriment of meeting housing need. In doing so we argue that it has failed in its duty to cooperate by ignoring the consequences of this for the surrounding Districts. It has also put at risk the very things that make Oxford an attractive location – such as its historic centre. 2.7 We consider that Oxford should substantially reduce the number of sites it has identified for employment purposes and should reallocate that land for housing. It should also cooperate with surrounding Districts to embark on a strategy to encourage employment growth elsewhere in areas that need and would welcome it both in Oxfordshire and the country as a whole. By taking these actions its assessed unmet housing needs (grossly overestimated as they are) would be reduced further. 2.8 Cherwell has not satisfactorily worked with other Oxfordshire authorities and, in particular, Oxford City Council on the scale and location of sites allocated for employment purposes. This was evident from Cherwell's lack of participation at key stages in Oxford's Northern Gateway EiP, which we consider negligent. The 'knowledge based' or technology sites proposed in close proximity at Langford Lane Kidlington, Begbroke Science Park, the Northern Gateway and near Eynsham represent massive over-provision (given that other well-established sites in the county, such as Oxford Science Park, are still incomplete and far from fully occupied) and indicate a failure to co-operate effectively between the authorities concerned. 2.9 While the authorities point to the Oxford Growth Board as evidence of cooperation, experience of organisations such as KDW suggest that this undemocratic body has not been transparent in its operation and has often had short or cancelled meetings. Genuine debate and co-operation do not appear to have occurred. Cooperation should be effective and more than a token process. 2.10 Strategic Objective SO17. We object to Strategic Objective SO17 because the "projected economic growth" referred to is overestimated for reasons given elsewhere in our representations. These projections of jobs growth are exaggerated in order to support funding bids from the Local Enterprise Partnership and represent wishful thinking. Furthermore, whether or not to plan for such a high level of economic growth is a choice that can be made by the individual councils. There is no reason for Cherwell to accept it and no reason for to accept the consequences of jobs growth that Oxford seeks to encourage within the City by reserving land for employment uses. Such jobs growth will create extra housing demand but does not address the fundamental housing need of either District or the need for housing to be more affordable. The actual 'housing need' of both authorities is much lower than identified in the SHMA as has now been made clear from the Government consultation "Planning for the right homes in the right places" (September 2017). 2.11 The Council (together with the other Councils) has overemphasised economic considerations at the expense of social and environmental considerations and the outcome of this would not be consistent with achieving sustainable development. The plan is unsound, because it is not effective in achieving sustainable development, not justified and not positively prepared because the development requirements are overestimated."

Changes Sought

The plan should be withdrawn and a co-ordinated, balanced and sustainable spatial strategy should be developed co-operatively by the Oxfordshire authorities.

Reasons for Participation

"We (Kidlington Development Watch – KDW) consider this is necessary because of our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

Proposed Submission Plan - Section 4

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| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
| 5501 | <p>Comments</p> <p>A2D raise concern that no reference is made to the importance of achieving sustainable patterns of growth as part of the Strategic Objectives SO16 – SO1922 set out in Section 4. Paragraph 1723 of the NPPF sets out the 12 core land use planning principles which plan-making and decision-taking should abide to. CDC sets out separate housing delivery strategies in the Partial Review for the CDC housing requirement of 22,840 homes and the additional housing requirement of 4,400 homes to meet Oxford’s unmet need. These should not be considered in isolation from one another. CDC will need to review its housing target within its Local Plan to reflect the additional need. There should be a single housing target for Cherwell. The Cherwell District five-year housing land supply would then need to be reviewed to allow for the unmet need.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | | | | | Our objections in part relate to the proposed growth strategy to address Oxford City’s unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell’s settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City’s unmet need, as is currently proposed. | | | |
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
| 5344 | <p>Comments</p> <p>Refers to LP1 PR paragraphs 3.24 and 3.25 in relation to the Kidlington Framework Master Plan and the draft Plan seeking to strengthen Kidlington’s village centre and notes that the housing element was stripped out of the SPD. This was wrong, as a matter of sound planning, and should now be addressed by the Partial Review. The problem is – Kidlington is now faced with the worst of all outcomes, i.e. massive, structural loss of the Green Belt combined with huge housing schemes that are disconnected from Kidlington and offering nothing for the village in terms of place-making and regeneration. This goes to the heart of the draft Plan and its soundness. In turn, this is underscored by the Vision for meeting Oxford’s unmet needs (Section 4 of the draft Plan), which is laudably broad-based but therefore plainly out of kilter with the narrow, housing focus of the draft Plan. In a similar vein, Key Objective SO6 (dealing with local identity) is visibly not met given the very substantial impact on the settlements of Begbroke and Yarnton and the threat to the Kidlington Gap at Water Eaton. This same lack of balance also applies to Key Objective SO12, which seeks to focus development on sustainable locations, making efficient and effective use of land, conserving and enhancing the countryside and landscape and the setting of its settlements, yet largely ignoring the potential (and needs) of Kidlington.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | Following the precautionary principle, the Plan should start from the assumption that key strategic components of the Green Belt are considered sacrosanct. These components are identified by LUC (i.e. high impact) and include the Kidlington Gap and Begbroke Gap; acknowledging that some development may be acceptable where there are special locational advantages that only the Gaps offer (e.g. for the University or inward investment), or where the resultant development does not significantly impact on the integrity of the Gaps or their permanence. | | | | We confirm that we wish to attend the examination in public. | | | |
| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
| 5132 | <p>Comments</p> <p>Incorrect consultation form used. Comments relate to proposed submission plan. Draft Strategic Objective SO16 Supported</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
| 5136 | <p>Comments</p> <p>Incorrect consultation form used. Comments relate to proposed submission plan. Identifying Areas of Search - The areas of search are appropriate, given that the intention is to meet Oxford's housing needs.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
| 5133 | <p>Comments</p> <p>Incorrect consultation form used. Comments relate to proposed submission plan. Draft Strategic Objective SO17 - Supported</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
| 5135 | <p>Comments</p> <p>Incorrect consultation form used. Comments relate to proposed submission plan. Draft Strategic Objective SO19 Supported</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
| 5134 | <p>Comments</p> <p>Incorrect consultation form used. Comments relate to proposed submission plan. Draft Strategic Objective SO18 - Supported</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Section 4

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|-----------|------------|-------|-------|--|---|---|---|---|
| PR-C-1529 | 08/10/2017 | David | Stone | | N | N | N | Y |
|-----------|------------|-------|-------|--|---|---|---|---|

5438

Comments

Cherwell District Council Strategic Objective S017
 Provide access to AFFORDABLE HOUSING to those requiring affordable housing? NO COMPLETELY DELUSIONAL ! Cherwell District Council has a lower present from developers than Oxford City Council for the amount of affordable housing. Plans to build next to Oxford Parkway rail station are madness and this applies to the immediate surround area in north Oxford as the take-up will be by commuters to London and the present effects of high house prices in north Oxford will mean properties will be bought by speculative investors, NOT THOSE NEEDING AFFORDABLE HOUSING. Cherwell District Council has selected sites nearest to Oxford for greatest financial gain from developers to get the greatest financial return for it's self, not because it fulfils the aspirations it sets for generating affordable housing, since affordable housing is more likely to be affordable if it not so near to Oxford.

Changes Sought

Remove the need for affordable housing, because, there is no way it will be affordable next to northOxford. Be honest with people, tell them their lives in Kidlington and north Oxford are to be blightedwith complete traffic gridlock and damaging vehicle pollution.Be legal by NOT destroying Greenbelt land next to Cutteslowe Park, The Golf course, (an essentialrecreational resource currently), and stopping coalesce with Kidlington and north Oxford.

Reasons for Participation

Believes, with respect, the Inspector would much benefit from really listening seriously to ordinary people, regarding the very real experience and particularly genuine concerns of how these 'grand proposals' to 'illegally' destroy all the immediate greenbelt land around Kidlington and north Oxford, will have a completely devastating impact on the lives, health, well being and free movement of wellestablished existing communities.

| | | | | | | | | |
|-----------|------------|------------|--------|--|--|--|--|---|
| PR-C-1566 | 10/10/2017 | Omattage G | Kumara | | | | | N |
|-----------|------------|------------|--------|--|--|--|--|---|

4903

Comments

While agreeing with the fact that Oxford has a high level of housing need it cannot be agreed that Oxford cannot meet the need by itself. The statement that there are clear and exceptional reasons for providing development within the GB suggest that the strategy is based on a foregone assumption/conclusion that the Oxford City's unmet housing need cannot be met unless development is carried in the GB. There has not been a comprehensive study to look into the option of developing brownfield sites within the city to build medium (or high rise if necessary) blocks of flats as has been done in London and in other major cities all over the world.Further it is debatable if housing development in the GB will provide affordable and sustainable travel opportunities to Oxford City's places of work. With the current fast rail transport to city of London it will attract a high percentage of workers who commute to London thereby pushing the housing market up in areas outside the city boundary. It is very unlikely that the key objectives SO10, SO11, SO12 and SO13 will be achieved. Particularly on SO11 and noting the flood risk outlined at 3.20 of sustainability appraisal report, measures to deal with increased run off from new development is not adequately addressed.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Section 5 (Green Belt)

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|-----------|------------|-------|-----|--|---|---|---|---|
| PR-C-0260 | 10/10/2017 | Rhian | Pye | | N | N | N | Y |
|-----------|------------|-------|-----|--|---|---|---|---|

5556

Comments

Detailed comments provided on the five purposes of the Green Belt. Policy ESD 14, paragraphs A.11 and B.260 of the adopted Local Plan Part 1 was quoted. The proposed developments around Begbroke, Yarnton and Kidlington contravene all of the above as they will not maintain the Green Belt's openness, they do conflict with the purposes of the Green Belt and will harm its visual amenities. At the time of writing the Local Plan Part 1, CDC were aware that they may be soon required to assist Oxford City meet its 'unmet housing need' and therefore should have been wary of making bold statements that they would need to completely renege on less than two years later. CDC show themselves to be completely untrustworthy and unfit for purpose by writing such definite and unequivocal policies in 2015 which they are then prepared to tear up and completely ignore in 2017. For example, their proposals in this partial review will remove the 'vulnerable Kidlington Gap' which CDC pledged to protect in the Local Plan as shown above. Indeed, CDC have themselves admitted that they are rushing through this process in order to protect the Local Plan Part 1 from being unadopted which would, they claim, lead to unrestrained and speculative development. However, by carrying out this partial review in this manner, CDC are undeniably ignoring or working directly against aspects of their Local Plan Part 1 which surely must mean that that document is itself not fit for purpose and should be unadopted. Policy Villages 1 of the adopted Local Plan Part 1 quoted. The scale of the development proposed around these two villages is massive relative to the size of the villages so contravenes the first point listed above. The development can not be described as infilling as it cover far too large an area between the two villages so contravenes the second point listed above. Clearly the third point is also not relevant here as new buildings are proposed, not conversions of existing ones. Seeing as this proposal contravenes all three of the points listed above one can only conclude that it is an unsound proposal.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|-----------|------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
|-----------|------------|-------|---------|-------------------------------------------------|---|---|---|---|

1096

Comments

The Partial Review of the Cherwell Local Plan 2011 - 2031 (Part 1) proposes to remove a number of parcels of land from the Green Belt whose contribution to the five purposes of including land in the Green Belt was assessed in the Cherwell Green Belt Study (April 2017). This assessment has looked at land owned by J A Pye (Oxford) Ltd at Webb's Way Kidlington (Site Ref: PR32) and come to the conclusion that it only makes a 'low moderate' contribution to Green Belt purposes. It concluded that it did not make a significant contribution to any of the five purposes of including land in the Oxford Green Belt. With regard to purposes 1 and 2 (checking sprawl of Oxford & preventing merger of settlements) it concludes that the parcel plays no role with regard to these purposes. With regard to Purpose 3 of Safeguarding the Countryside it acknowledges that 'the southernmost field [which is the part of the site where J A Pye (Oxford) Ltd are proposing development] is contained by inset development on three sides and so has a stronger relationship with the settlement edge than the surrounding countryside.' On Purpose 4 it is acknowledged that 'The Parcel has insufficient relationship with Oxford to be considered to contribute significantly to its historic setting or special character.' While it is stated that there could be some detracting influence in terms of the wider rural setting of the city through the sites relationship with the Cherwell Valley, the only part of the site proposed for development, as indicated on drawing ASP1 B in the accompanying Landscape & Visual Appraisal, is the inner field which is well screened from the Cherwell valley by a tall, dense hedgerow.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

Proposed Submission Plan - Section 5 (Green Belt)

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|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|

1099

Comments

The proposals conflict with the National Planning Policy Framework, one of the core planning principles of which is 'protecting Green Belts,' (para 17) and the advice in paragraphs 79 and 80, which state that 'The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.' This is particularly the case with the proposals on site PR38 which would lead to virtual coalescence between Oxford and Kidlington, leading to substantial erosion of Kidlington's identity as a separate settlement and the creation of a large area of urban sprawl on the northern edge of Oxford. This impact could be reduced by allocating areas around Kidlington which have a moderate or low harm to the Green Belt, such as my client's land at Webb's Way (site PR32) thereby reducing the number of dwellings that have to be allocated in areas where development would have a high impact on the Green Belt. Even if some development is still required on the PR38 land in order to accommodate Cherwell's allocation of 4,400 dwellings towards Oxford's unmet need, the detailed site Assessment on page 123 of Appendix 1 to the Cherwell Green Belt Assessment indicates that there would be substantially less harm to the Green Belt if only the areas closest to the Oxford City Council boundary were released, as indicated on the plan entitled 'Harm to Green Belt resulting from partial release of site'. The current strategy, which would lead to urban development over most of the 'Kidlington Gap', thereby leading to urban sprawl and significantly eroding the distinct identity of Kidlington as a separate settlement, is contrary to the purposes for which the Oxford Green Belt was designated and due to the scale of development proposed would cause significant harm to it. Given that there are other sites where development could be promoted, which would have less harm on the purposes of the Green Belt, it is not the most appropriate strategy.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

| | | | | | | | | |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|

1438

Comments

Strong objection to all of the proposed development in the Oxford GB which “was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area.” This quote is from paragraph B256 of Cherwell’s adopted Local Plan Part 1 and we fully support it. We also support Policy ESD14 in the Plan to maintain the Oxford GB. The Oxford GB supports all five purposes set out in the NPPF and has been largely successful over the last sixty years. In particular it seeks to protect the setting and character of the historic city of Oxford. The reference to the character of the City, as referred to in Cherwell’s Local Plan. is often overlooked but it is a crucial aim of GB policy. The historic city centre by its nature cannot be expanded or comprehensively redeveloped. It is already under substantial pressure and this is likely to become highly damaging if expansion on the edge of the city is not restricted. The City’s never-ending traffic problems are testimony to this, and there have been calls for even the number of buses in the centre to be limited. The GB also provides accessible open space, footpaths and other recreational opportunities for residents of the city and for the communities within it. It is well used and supported as public opinion surveys have shown. GB is intended to be a permanent designation only to be changed in exceptional circumstances (NPPF). We think that that the overall levels of growth proposed are unnecessarily high and that alternatives to development in the GB are available. We therefore consider that exceptional circumstances do not exist to justify development in the GB.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth, at realistic levels, away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should a) discourage further employment generating development in the city unless it is absolutely essential and b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination in necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|

1439

Comments

Strong disagreement with the assessment that “exceptional circumstances” exist. Twelve “circumstances” are listed. The final ten are not exceptional circumstances at all. Some of them might be described as “opportunities”, some of them are simply descriptions of how development might occur, and others are meaningless, for example “12.the ability to create a sustainable, holistic, joined up vision for the whole of the Oxford/Kidlington/A44 corridor area”. That statement certainly does not constitute an exceptional circumstance. Exceptional Circumstance 1 (urgent and pressing need for homes) is highly contentious. It is based on the assessment in the SHMA which has been heavily criticised and never validated. The proposed DCLG standardised methodology proposes a much lower level of need that takes account of affordability. Exceptional Circumstance 2 (clear inability of Oxford to meet its needs) is also unproven. Oxford’s needs have not been established through its own local plan process and neither has its ability to meet its own needs. It is clear that alternative development strategies could accommodate a significant number of additional dwellings within the city. The submission document in proposing to develop in the GB is in complete opposition to the purpose of the GB and contradicts Local Plan Pt 1. The main purpose of the Oxford GB, (Local Plan Part 1 para B256), is to limit the growth of Oxford to avoid damage to its character and heritage. Oxford City Council itself should have a part to play in this by restricting the growth of employment generating activities to the minimum necessary. This would have the double benefit of releasing some land for housing and reducing the demand for further housing. However its currently proposed policies do the opposite. We have made this point in our representations to the recent Options consultation on the Oxford Local Plan. Alternative development strategies – which have been successful in the past – are possible for Oxfordshire, and include the diversion of growth away from Oxford towards the country towns. Oxford City Council should play its part in this. We also think it would be possible for the Oxfordshire authorities to promote the diversion of some economic growth to other parts of the country which would welcome and benefit from it – possibly through formal ‘economic twinning’ arrangements.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination in necessary and justified because of our longstanding interest and understanding of the Oxford GB.

Proposed Submission Plan - Section 5 (Green Belt)

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|-----------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|-----------|------------|--------|----------|---------------------------|---|--|---|---|

1440

Comments

This Plan is contrary to the NPPF which states in paragraph 14 that Local Plans should meet objectively assessed needs unless specific policies in the Framework indicate development – including land designated as GB - should be restricted. It is also contrary to the twelve core land use planning principles set out in Paragraph 17 of the NPPF one of which is that planning should take account of the different roles and character of different areas, promoting the vitality of our main urban areas and protecting the GBs around them. Furthermore, National Planning Practice Guidance makes clear that assessing need is just the first stage in developing a Local Plan and that once need has been assessed, the local planning authority should take account of any constraints such as GB, which indicate that development should be restricted and which may restrain the ability of an authority to meet its need. Cherwell has accepted (or, more accurately, been pressured to accept) the inflated figures of the Oxfordshire SHMA in full and has never followed this guidance to “take account of any constraints such as GB Which may restrain the ability of an authority to meet its need”. The proposed submission plan is therefore not consistent or compliant with national policy.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|-----------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|-----------|------------|--------|----------|---------------------------|---|--|---|---|

1441

Comments

We note that the plan calculates the loss of GB to be 3%. There is an implication here that the loss is relatively small and therefore acceptable. This is fallacious as is illustrated by the following example taken from a paper by Professor Dieter Helm, Chair of the Government’s Independent Natural Capital Committee “Think about St James’ Park in central London, set between Buckingham Palace at one end and Whitehall at the other. Suppose a developer comes along with a proposal; to build on a small plot on one corner of St James’ Park. This developer might argue as follows. The marginal value of the patch of grass in a small corner is not that great. After all, all the rest is left. Better still, the developer might pay such an enormous price for the small bit of land that perhaps a hospital could be built elsewhere with the proceeds. The marginal value to the ultimate owner of this house is so great relative to the marginal value of the small corner of St James’ Park that it makes marginal economic sense to build on it. There are two problems with this argument. The first is that the same marginal case can be made for the next small bit of St James’ Park. Indeed the value to the developer is even higher now because the Park is now slightly smaller. And for the next bit, the argument just gets stronger. Carried to its limits there is a great marginal case for incrementally building all over St James’ – and Hyde Park, and Regent’s Park and indeed all the green spaces in London. That is indeed what would have happened if the market had been left to allocate the land as if St. James’ was a private good. It is what would happen to the GB too. The second problem is that the reason why the land is so valuable is because it is not surrounded by other houses in close proximity. The very rich person who buys this house on the corner of St James’ is paying so much because others are not able to do so, and because it is St James’. We cannot all have green spaces around our houses – green space is in fixed supply. Carry both of these arguments across to the GB. Each marginal bit has a marginal economic case for developing it, and as each bit is chipped away, the value of the whole public good – the GB system – diminishes. The core point here is that the marginal case if carried through to its logical conclusion leads to no GB – there is a good marginal case for building on each and every marginal bit of land, as there is for building on each and every bit of St James’ Park.” The loss of a small proportion of GB therefore increases the likelihood of further loss. GB should be considered as an entity or system not as a collection of individual land parcels. This is a further reason why we fully endorse Government Policy (NPPF para 79) that GB is a permanent designation.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

The Oxford Green Belt Network (OGBN) was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

| | | | | | | | | |
|-----------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|-----------|------------|--------|----------|---------------------------|---|--|---|---|

1442

Comments

We consider it to be a serious omission that at the options stage a question was not asked about the acceptability of development in the GB. This is probably the most important matter raised in this review. The plan may therefore be rendered procedurally noncompliant.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

Proposed Submission Plan - Section 5 (Green Belt)

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| PR-C-0657 | 05/10/2017 | John & Joan | Amor | | | | | |
| 1618 | Comments | | | | | | | |
| <p>Objection to large areas of land being removed from the GB. The GB was set up to safeguard the countryside from the city spreading into neighbouring countryside and to preserve the setting of the historic and beautiful city of Oxford. It now seems that present claims are not justified. Transport - Before the construction of the M40 volume of traffic along the A44 increased year by year. Completion of the motorway saw a significant drop in use of the road to Oxford. Since that time numbers of both lorries and cars have increased. If there are problems now, what can we expect when the new houses are built. The roads into Oxford through Yarnton and Kidlington will not be able to cope. Closing Sandy Lane - Sandy Lane is frequently used. The rail crossing and the canal bridge cause no problems. The bridge that was built about 1790 copes with 21st century traffic - if it needs strengthening surely this should not be a problem for today's engineers. If Sandy Lane is closed that traffic will use Sunderland Avenue just adding to the turmoil. Access to Oxford is most important to people in this area. The Kidlington area already has problems Are there better areas with easier access to Oxford? The Heathfield area would have the existing routes into Oxford plus access through Islip and Bayswater (and even through Woodeaton and Marston, although these are country roads). The Islip route has the addition of rail contact with the city. The Kidlington district is not the right place to build large estates. Yarnton and Kidlington have long histories as villages and the people living there do not deserve to be swallowed up in a great anonymous conurbation.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0666 | 08/10/2017 | Lucy | Loveridge | | | | | |
| 1643 | Comments | | | | | | | |
| <p>Objection relating to Kidlington, Yarnton and Begbroke on the following grounds: Development could be located on sustainable sites identified elsewhere in the district rather than GB which Government says should only be used as a very last resort. A high proportion of the new homes should be affordable for young people and families from the local area. Infrastructure such as roads and schools should be put in place, as well as adequate parking facilities for the new residents. Traffic congestion and parking is already a major problem in Kidlington and the surrounding area, especially in the rush hour. Support for Cherwell's decision not to include land behind the Moors for development, as this is GB land used for recreation by local people, and would cause yet more traffic problems. I am appalled at the prospect of Kidlington becoming simply another suburb of Oxford.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0667 | 27/09/2017 | Mike | Gotch | | | | | |
| 1644 | Comments | | | | | | | |
| <p>The proposed submission plan lays emphasis on the need to build appropriate infrastructure to match construction of dwellings – except for movement of vehicles in particular where little is detailed, relying on the Oxon Transport Strategy, which has not been designed to cope with the 4400 new dwellings. For example – there will be an obvious need for much more public transport – vital yet quite difficult to arrange as a planning condition – if commuting is to be avoided. More emphasis and detail of movement management please. Dwelling densities [at 40 or 50 to the hectare] are way too low, and do not recognise the need to maximise the utilisation of land resources intensively. More extensive dwellings would allow more funding for infrastructure - 70/80 dwellings /ha would be a better target – achieved by a greater variety of heights than on most estates, and a wide variety of smaller flats etc. – much needed in Oxford. The recent downgrading of Strategic Housing Management Assessment’s overall housing numbers for Oxon will presumably impact on the north Oxford numbers? Why not adopt the Cambridge approach and, whilst taking areas of existing GB, create, further out, new GBs – even increasing the new areas. This would help considerably in persuading public opinion of some of the advantages of the proposals. Cheaper housing of all types is currently dependent not only on factory built structures [low cost, speed and quality] but, above all, on cheaper sites. Offer farmers and land owners double the current market value of their land, compulsorily only if necessary. Build cost would be unaffected, but overall cost very much reduced, and all housing – for sale or for rent would be much nearer to being affordable, however it is financed. Cherwell’s proposals or similar, no doubt amended in the light of public opinion, are essential if Oxford’s acute housing shortage and unaffordability are to be cracked.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0678 | 04/10/2017 | Neil | Bennett | | | | | |
| 1665 | Comments | | | | | | | |
| <p>Oxford's unmet housing needs - it has been proven that the number of houses required has been grossly overestimated. Oxford City must have plenty of sites that can cater for their housing requirements such as brown belt land and derelict sites. Also long term vacant properties could be used either in their ownership or under compulsory purchase orders. GB - Greatly saddened that building on GB land could become acceptable. Brown belt land nearer better road links such as along the M40 should be seriously considered. Building this amount of houses on 2 - 3 existing communities would actually swamp and destroy them. This GB land is widely used for recreational purposes by many locals and visitors. GB is integral to my business. It differentiates the villages and their own identities. This proposal will create another form of Oxford where one area blends into another, all clumped together. Villages will triple in size which is just madness. There will also be greater potential for flooding. Once this GB has gone it will be lost forever. Density - the proposed density will result in everyone living in each others pockets and paying a premium for the privilege. Affordable housing is needed in the form of cheaper homes or council houses enabling the younger generation (and some older people) to be able to afford their own houses in this area. The proposed affordable housing makes me laugh and will not be affordable for local people. We have enough luxury houses already and people attracted to these houses are likely London commuters or investment properties to be rented out. Transport - Road structure is already at capacity and this development would swamp roads that are already congested. The roads are already not really fit for purpose with little or no maintenance. A park and ride would not be feasible as no bus lane could be implemented due to the bottle neck areas. The idea of shutting Sandy Lane is extremely preposterous - this carries a lot of local traffic which would have to use other congested options. A survey was done showing how much Sandy Lane is used. How would this work as there are houses right up to the level crossing? Employment - The figure for new employment is grossly overestimated. Existing and part built Science Parks and the like already add to the traffic problems on inadequate roads, while a lot of units remain empty. These sort of developments should be located near or have easy access to motorways and be fit for purpose. I feel like I am being pushed out of the village I was born and grew up in. There are far better sustainable sites which could make a whole new community. Please leave our GB alone.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2020 | Comments | | | | | | | |
| <p>Suggests that by keeping on taking little bits of the GB it doesn't matter. The diagram shows how close to taking a complete slot out of the GB this proposal is. This is the wrong way to protect the GB as nibbling away all the time will reduce it to unconnected bits of land that can no longer be called a GB. Perhaps this is in reality the long term plan for the County?</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Section 5 (Green Belt)

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| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
| 5025 | Comments | | | | | | | |
| LPAs should only amend Green Belt boundaries in exceptional circumstances and through a review of a Local Plan. OCC agree that there are exceptional circumstances for removing land from the Green Belt and allocating it for housing as set out in LPPR para 5.1, including the urgent need to provide homes to meet Oxford’s significant needs, particularly for affordable homes, and the inability of the City Council to fully meet its own needs within its administrative boundary. When reviewing boundaries LPAs should seek to promote sustainable patterns of development. Apart from land SE of Woodstock, all the proposed allocations in LPPR lie within the Green Belt, with the land at Woodstock being adjacent to the Green Belt. These locations offer the most sustainable options for meeting Oxford’s needs; channelling development for Oxford’s needs towards othersettlements in Cherwell would result in longer distance commuting to Oxford, placing further pressures on the transport network. The LPPR seeks to set new Green Belt boundaries which are well defined and which can last beyond the plan period. There is no objection to land at Frieze Farm remaining in the Green Belt and being used as a golf course as appropriate facilities for outdoor sport which preserve the openness of the Green Belt are not inappropriate uses in the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y |
| 5009 | Comments | | | | | | | |
| These comments are specifically in respect of Policy PR3(b) as separate representations have been made by the Tripartite on Policy PR3. The Tripartite notes that under Policy PR3(b) it is proposed to remove a small area of land from the Green Belt that lies adjacent to the proposed allocation (Policy PR8) and bounded to the east by the railway line. The railway line is to become ‘the consistent and strong Green Belt boundary at the eastern edge to the proposed allocation’ (Policy PR8).The land the subject of Policy PR3(b) is owned by the University of Oxford (part of the Tripartite) and is coterminous with and closely-related to the remainder of the proposed allocation at Policy PR8. Whilst the Plan states that there is no need for PR3(d) sic – meant to be PR3 (b) – to be allocated, reserved or safeguarded for development, equally the Tripartite considers that there is no clear or valid reason why this land should not be incorporated within the red line boundary of the proposed allocation at Policy PR8.The Tripartite has requested (elsewhere in its representations on Policy PR8) that land be excluded from the proposed allocation because of different land ownerships, willingness to develop/collaborate and nature of the land-use contribution towards the aspirations of Policy PR8. However, none of these apply to land at Policy PR3(b), which could usefully be included in the proposed allocation to contribute towards the development, the delivery of homes and place-making principles of the new urban neighbourhood at Begbroke. It would also contribute towards offsetting the removal of land from the proposed PR8 allocation for deliverability and other reasons (e.g. land contamination). The land is available, suitable, deliverable and achievable so is developable in the context of Paragraph 47 of the NPPF in conjunction with the remainder of Policy PR8 and it would be reasonable, rational and logical to include it as ‘residential land’ within Policy PR8 and on the Policy PR8 Policies Map. As already established in the Plan it would make no contribution to the purposes of including land within the Green Belt as set out in the NPPF. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Amend Policy PR3(b) to remove the reference to 0.7 hectares of land adjoining and to the west of the railway (to the east of the strategic development site allocated under policy PR8 as shown on inset Policies Map PR8); and include the 0.7 hectares of land referred to above as ‘residential land’ within Policy PR8 and on the Policies Map. This is on the basis that it would make no contribution to the purposes of including land within the Green Belt as set out in the NPPF and would offset (in part) land recommended by the Tripartite to be removed from the Policy PR8 allocation because of deliverability and other issues (e.g. land contamination). | | | | The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford’s Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan. | | | | |
| PR-C-0979 | 30/09/2017 | Margaret | Eynon | | | | | |
| 1655 | Comments | | | | | | | |
| Strong objection to building on Oxford's GB and on North Oxford Golf Club. Why is Cherwell helping to alleviate Oxford’s housing problem to the extent it is? The roads into the city via the A40, A4260 and A44 are already jammed. As far as I am aware there are no plans to improve the road network. Local services in the shape of schools and particularly GP surgeries can barely cope now. Oxford City Council persists in attracting industries which need employees but cannot house them. It is their problem, not Cherwell’s. They are not building on their own land but trying to get the county to do it for them. Firstly, the aim of the GB is to stop sprawl, reduce pollution and preserve the unique character of historic towns and it’s separate, surrounding villages. Villagers north of the city especially those in Kidlington, Begbroke and Yarnton do NOT want to merge with Oxford absorbing into a large urban sprawl. The GB was set up to prevent this and preserve the identity of individual villages. This is an essential aspect. There is no area more suitable for this purpose than what is known as the “Kidlington gap”. Building will destroy walks and views. Once built on, the GB will be lost for ever. Pollution will increase; people will need to drive further to see some green space and breathe clean air, which leads to more pollution. Future generations will not forgive this action. Secondly, The National Planning Policy Framework (NPPF) stipulates certain conditions must be fulfilled to dispose of recreational and sports facilities (para 74 under “health”) . North Oxford Golf Club (NOGC) is a thriving well used club with nearly 500 members of all ages; it has over 2500 visitors a year for golf and numerous others for bridge, Pilates, business meetings, yoga and social events. To close it would contravene the NPPF. The NPPF states “existing open spaces, sports and recreation facilities including playing fields should not be built on unless not required”. NOGC is “required” by its many members, thus NOT surplus to requirements. Close the club and people lose the many benefits, physical, psychological and social that being a member of a thriving club brings. Thirdly, The NPPF states recreational facilities shouldn’t be closed unless new facilities are better than those already on offer. The council’s proposal to provide a golf club on a smaller site at Frieze farm with no natural features such as exists at NOGC contravenes the NPPF. That area has electricity pylons and a problematic/difficult access. It will take at least 10 years and many millions of pound to build the equivalent of an established course which has been in existence since 1907. Fourthly, The flora and fauna of NOGC makes a contribution to biodiversity in the form of many different species of trees, shrubs bushes and flowers along with the great variety of wildlife including the rare great crested newt, bats, roe deer, birds water fowl etc. All this would be lost were this site to be built on. The GB helps to preserve such important habitats for future generations. The plan states housing on NOGC will be of a low density. This will not help Oxford’s housing need, especially as they are likely to be bought by London commuters! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
| 5600 | Comments | | | | | | | |
| Kidlington is identified as the key Existing Centre, but development is located in the Begbroke Gap, separated from the village by the A44 (for PR9) and railway line and canal. The new train station at Sandy Lane seeks to justify development in the Gap, but it would make much more sense to locate the train station at the intersection of the Banbury Road and Langford Lane, close to existing customer generating uses at the airport and established industrial area, linking with the Rapid Transit and also being accessible to the existing population of Kidlington. The problem with the 1,950 houses at Begbroke is that these are too few units to fund a new railway station, with too few customers to ensure viability, and given that this is only a ‘potential’ piece if infrastructure it should not be included as a factor of location to justify the allocation (i.e. its an idea, not evidence). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Following the precautionary principle, the Plan should start from the assumption that key strategic components of the Green Belt are considered sacrosanct. These components are identified by LUC (i.e. high impact) and include the Kidlington Gap and Begbroke Gap; acknowledging that some development may be acceptable where there are special locational advantages that only the Gaps offer (e.g. for the University or inward investment), or where the resultant development does not significantly impact on the integrity of the Gaps or their permanence. | | | | We confirm that we wish to attend the examination in public. | | | | |

Proposed Submission Plan - Section 5 (Green Belt)

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| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
| 5601 | <p>Comments</p> <p>Explains that in terms of the exceptional circumstances listed at paragraph 5.17 of the draft Plan, there is nothing here that would not also justify The Moors (PR14). Contest the following exceptional circumstances listed at paragraph 5.17:</p> <ul style="list-style-type: none"> •Circumstances 1 & 2 – These are not exceptional circumstances in the context of the proven alternative case for development that is University-related or by a major inward investor. 4,400 houses (in the context of the Oxford housing stock) is not of a scale that will assist affordability (i.e. create a substantial supply-side price shift). It is also highly unlikely that the people most in need of new housing will be able to afford to live in these new houses. •Circumstances 3 to 6. These are not exceptional circumstances. They could equally be applied to justify the continuing existence for the Green Belt and its strategic importance between the built up area of Oxford and South East Kidlington (see the first three points at paragraph 5.32 of the draft Plan). •Circumstance 7. Begbroke does not have any more exceptional place shaping potential than The Moors, but its scale (at 1,950 houses) is totally out of proportion to the environmental sensitivities and landscape and village character in this area, including the strategic need to protect the Begbroke Gap. •Circumstances 8 & 9. These are just general statements, not part of the exceptional circumstances test, noting the acknowledged importance in Green Belt terms of the ‘rural setting’ along the A44 between Woodstock and Peartree. •Circumstances 10 & 11. These are relevant, but none of the proposed sites acts to strengthen Kidlington village centre or provide additional facilities that will benefit Kidlington/Gosford, Begbroke and Yarnton. •Circumstance 12. A joined up Vision is an output from an assessment process (i.e. requirement if the test is passed) not an input or a reason to justify the loss of GreenBelt land in itself. <p>They are based on the false premise that housing need is a compelling exceptional circumstance. It is not, given some of the 4,400 housing units could be sited in Cherwell outside of the Green Belt, as illustrated by West Oxfordshire’s proposals at Eynsham. There is also the need to safeguard land close to Oxford for the University and major inward investors, thus competing away the capacity of PR6 and PR8. Moreover, it is normal for the exceptional circumstances test to address the reasons for allocating land as GB (i.e. paragraph 5.32 of the draft Plan) as well as how the development proposals would ensure a long-term defensible GB boundary, thereby grounding the case for a GB release in the special characteristics and value of the particular part of the GB. This seems to have been omitted, noting that it is particularly tough for development to be supported in strategic gaps given the first three points listed at paragraph 5.32. The whole of the draft Plan fails on this point (and also because of the false premise) and is therefore unsound. There is a need for an alternative strategy (and thereby omission sites).</p> <p>Changes Sought</p> <p>Following the precautionary principle, the Plan should start from the assumption that key strategic components of the Green Belt are considered sacrosanct. These components are identified by LUC (i.e. high impact) and include the Kidlington Gap and Begbroke Gap; acknowledging that some development may be acceptable where there are special locational advantages that only the Gaps offer (e.g. for the University or inward investment), or where the resultant development does not significantly impact on the integrity of the Gaps or their permanence.</p> <p>We note that paragraph 1.19 of the draft Plan records the LPP1 Inspector’s advice that Oxford’s unmet need must be considered within the context of a “countywide housing market area”. It is difficult to see the case for the loss of strategically important Green Belt given this context. Cherwell need to repackage and represent the need for a strategic review of the Green Belt and also take a comprehensive approach to include University and inward investor needs given that the prospect of a further Green Belt review is unlikely for a generation.</p> <p>Reasons for Participation</p> <p>We confirm that we wish to attend the examination in public.</p> | | | | | | | |
| PR-C-1422 | 10/10/2017 | J K | Jutton | | | | | Y |
| 5839 | <p>Comments</p> <p>Paragraph 5.17 -I consider paras. 1-10 to be unsound and unjustified. I find para. 9 particularly perverse as it suggests that the need to “improve the transport infrastructure in the north Oxford/A44 corridor area” justifies the building of 4400 houses on Green Belt land in the area. Surely the reverse is the case! Building a massive housing development and prioritising the A44 over the A4260 for private vehicles is what would make transport infrastructure improvements necessary.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Represented by Begbroke and Yarnton Greenbelt campaign group</p> | | | | | | | |
| PR-C-1476 | 10/10/2017 | Peter | Frampton | Framptons on behalf of E P Barrus | | | Y | Y |
| 5228 | <p>Comments</p> <p>DELETE</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>To participate in the Examination as to whether the Council has properly applied Green Belt Policy.</p> | | | | | | | |
| PR-C-1477 | 09/10/2017 | Ian | Gill | | | | N | N |
| 4641 | <p>Comments</p> <p>Transport into Oxford is already poor and inadequate. In the mornings, the traffic is often queued right back to Yarnton. Even the current bus lane has little effect until you get past the Peartree Roundabout. Even more houses can only make this worse.This is Greenbelt land- the whole purpose of Greenbelt land is to keep a green area. I have major environmental concerns and strongly believe the environment will be harmed by this new development.Oxford City have not yet identified their current housing needs, to the idea that we need this development to help with the housing needs just doesn't make sense.There are already issues with flooding. More houses will add to this problem, which occurs on a regular basis. Fields flood, and roads flood. More houses will cause more flooding. This response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Yarnton Green Belt Campaign "BYG".</p> <p>Changes Sought</p> <p>For the reasons I have given AND the Representations made by the Begbroke & Yarnton, Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |

Proposed Submission Plan - Section 5 (Green Belt)

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| PR-C-1478 | 09/10/2017 | Julie | Hillsdon | | | | | | |
| 4642 | Comments | | | | | | | | |
| Protest about the housing plan for the green belt surrounding the villages of Yarnton and Begbroke. Understand that the plan proposes the removal of land from the Oxford Green Belt. This goes against national policy. There are no exceptional circumstances in this case as Oxford City has many options for meeting their own needs within their boundary. Furthermore, this area is the only beautiful open space left that separates the villages of Yarnton, Begbroke and Kidlington north of the City. Lived in Yarnton for 43 years and have seen massive growth of housing during this time, in fact the village is now about 4 times the size of the mid-70s. The recent large development of the Cresswell estate filled the last green space within the Rutten lane, Cassington road and A44 triangle. Please, please do not encroach on our green belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1648 | 11/10/2017 | Laura | Morgan | | | | | | N |
| 5627 | Comments | | | | | | | | |
| The proposal takes no account of GB policy to protect settlement gaps. The amount of countryside proposed for development is too large and with no consultation of neighbouring developments already agreed in neighbouring Woodstock and Long Hanborough. Both will grid lock the existing road networks and explode the population causing harm to the environment. There are no exceptional circumstances that require the housing proposed to be located close to Oxford. Figures quoted are notionally based. Employment should be supported across Oxfordshire and not focused within the City. Please save our green belt and do not overpopulate this area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Section 5 (Housing)

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| PR-C-0251 | 09/10/2017 | Antonio | Corbi | | | N | | N | | N | Y |
| 2040 | Comments | | | | | | | | | | |
| The housing density of the new developments will be 45 houses per hectare on the main site to the east of the A44. This is 50% higher than the density of the Creswell Close/Pixey Close/Hay Day Close development in Yarnton a few years ago. Indeed, Cherwell stated when given planning permission that the number of houses on that site must be restricted to prevent over development. Doesn't understand the reason when this policy has been changed now. Therefore the proposal is irresponsible! | | | | | | | | | | | |
| Changes Sought | | | | | | Reasons for Participation | | | | | |
| For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | | |

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| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | | | | | | | N |
| 4457 | Comments | | | | | | | | | | |
| CUTTESLOWE PARK: Jewel in the crown of Oxford's parks and recognised by a Green Flag Award. Has a wide range of recreational activities and attracts many thousands of visitors every year. Views and countryside around the park of great value to surrounding communities. states " The public open green space/extension to Cutteslowe Park and agricultural land to be kept free of buildings to avoid landscape impact2. This is insufficiently robust it is naive to expect the Oxford college that owns the land to protect the setting of the park rather than get the land allocated for commercial development. | | | | | | | | | | | |
| Changes Sought | | | | | | Reasons for Participation | | | | | |
| The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF an in particular the parts of the framework which apply to the Green Belt. | | | | | | | | | | | |

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| PR-C-0413 | 10/10/2017 | Theresa | Goss | Bloxham Parish Council | | | | | | | |
| 5464 | Comments | | | | | | | | | | |
| It is clear that Oxford's greatest need is for affordable housing for key workers, people new to the housing market and people working in Oxford's developing science economy who require easy access to Oxford's employment areas. Such housing must have easy access to affordable and sustainable transport options which development close to Oxford would allow. BPC particularly notes the policy proposal to allocate 50% of any housing mix to affordable housing. | | | | | | | | | | | |
| Changes Sought | | | | | | Reasons for Participation | | | | | |

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| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | | | | N | Y |
| 1265 | Comments | | | | | | | | | | |
| Oxford has 300 empty properties, West Oxford around 450 empty properties, Cherwell around 1000 empty properties, South Oxfordshire has 800 empty properties. Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies and, where appropriate, acquire properties under compulsory purchase powers.They should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate A three bedroom home will cost at least £595,000- £300,000 price tag for a one-bedroom flat at Barton Park which soars above city average- A two bedroom flat will cost at least £350,000- Is this "affordable" for new entrants and key workers specified in S018? (healthcare, teachers and many others)- Price inflation is what will happen with the green Belt proposals in Begbroke and beyond.- Would houses be Freehold/Leasehold/Rented and how would the prices be controlled? | | | | | | | | | | | |
| Changes Sought | | | | | | Reasons for Participation | | | | | |
| | | | | | | Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | | |

Proposed Submission Plan - Section 5 (Housing)

PR-C-0666 08/10/2017 Lucy Loveridge

1643

Comments

Objection relating to Kidlington, Yarnton and Begbroke on the following grounds: Development could be located on sustainable sites identified elsewhere in the district rather than GB which Government says should only be used as a very last resort. A high proportion of the new homes should be affordable for young people and families from the local area. Infrastructure such as roads and schools should be put in place, as well as adequate parking facilities for the new residents. Traffic congestion and parking is already a major problem in Kidlington and the surrounding area, especially in the rush hour. Support for Cherwell's decision not to include land behind the Moors for development, as this is GB land used for recreation by local people, and would cause yet more traffic problems. I am appalled at the prospect of Kidlington becoming simply another suburb of Oxford.

Changes Sought

Reasons for Participation

PR-C-0678 04/10/2017 Neil Bennett

1665

Comments

Oxford's unmet housing needs - it has been proven that the number of houses required has been grossly overestimated. Oxford City must have plenty of sites that can cater for their housing requirements such as brown belt land and derelict sites. Also long term vacant properties could be used either in their ownership or under compulsory purchase orders. GB - Greatly saddened that building on GB land could become acceptable. Brown belt land nearer better road links such as along the M40 should be seriously considered. Building this amount of houses on 2 - 3 existing communities would actually swamp and destroy them. This GB land is widely used for recreational purposes by many locals and visitors. GB is integral to my business. It differentiates the villages and their own identities. This proposal will create another form of Oxford where one area blends into another, all clumped together. Villages will triple in size which is just madness. There will also be greater potential for flooding. Once this GB has gone it will be lost forever. Density - the proposed density will result in everyone living in each others pockets and paying a premium for the privilege. Affordable housing is needed in the form of cheaper homes or council houses enabling the younger generation (and some older people) to be able to afford their own houses in this area. The proposed affordable housing makes me laugh and will not be affordable for local people. We have enough luxury houses already and people attracted to these houses are likely London commuters or investment properties to be rented out. Transport - Road structure is already at capacity and this development would swamp roads that are already congested. The roads are already not really fit for purpose with little or no maintenance. A park and ride would not be feasible as no bus lane could be implemented due to the bottle neck areas. The idea of shutting Sandy Lane is extremely preposterous - this carries a lot of local traffic which would have to use other congested options. A survey was done showing how much Sandy Lane is used. How would this work as there are houses right up to the level crossing? Employment - The figure for new employment is grossly overestimated. Existing and part built Science Parks and the like already add to the traffic problems on inadequate roads, while a lot of units remain empty. These sort of developments should be located near or have easy access to motorways and be fit for purpose. I feel like I am being pushed out of the village I was born and grew up in. There are far better sustainable sites which could make a whole new community. Please leave our GB alone.

Changes Sought

Reasons for Participation

PR-C-0713 09/10/2017 Elizabeth Hallett N

5434

Comments

How many of the new homes will be actually affordable? Developers consistently default on their affordable housing quota. Predicted prices for starter homes at Barton Park are already beyond the reach of first time buyers. Most new houses are likely to serve the London commuter and buy to let markets, which means that Kidlington's young people and the County's key workers still won't get the affordable housing they need. What hope will young people have of secure affordable housing and does Cherwell want to price essential workers out of the housing market? If affordable housing can't be guaranteed, there is also the further likelihood that already struggling public services will deteriorate.

Changes Sought

Reasons for Participation

PR-C-0718 01/10/2017 Daniel Walround

1807

Comments

Oxford City has consistently failed to develop land for meeting its housing needs. There is so much land within the Oxford City ring road that has not been developed, especially brown field sites. Much of the housing needs in the area are for jobs within Oxford City. Huge number of people commute into Oxford to meet the demand of jobs. Yet housing has failed to keep pace. Housing should first be developed closer to where people work, which would be consistent with meeting emission targets set out by central Government. Thus these proposed plans are ineffective because Oxford City has failed to develop within the ring road. Believes that the District Council plans are inaccurate and have been prepared in such a way to present an biased view. Cherwell District Council are not taking this consultation seriously. This concern is drawn from attending a Public Meeting on 21st September in which CrBarry Wood attended. Several respected members of the local community put forward sound arguments and questions all of which Cllr Barry Wood failed to answer. If the leader of Cherwell District Council cannot directly address the concerns at such a meeting it undermines the whole consultation. It is deeply concerning that Cllr Barry Wood has stated that he does not believe the developers cannot meet or even get close to the affording housing targets. Thus these plans should be rejected. It is also deeply concerning to hear Cllr Barry Wood give such negative (and unprofessional) references to lawyers and implied that he and the Council are being forced into allowing developers to build in wholly inappropriate ways that will have a negative impact on Kidlington and Yarnton. Layla Moran MP in a public meeting put forward several suggestions that should be considered. Namely that the projected growth and requirements for housing in the proposed plan should be reviewed given that revised figures are soon to be updated. With considering public opinion expressed at the same meeting it would be very unwise for Cherwell District Council to ignore Layla Moran MP's very reasonable request. The housing in these plans do not appear to be suitable for sustaining the affordability for local people. Essentially people are being priced out of the area they grew up in. There are complaints that people on lower paid but essential jobs for Oxford's infrastructure are unable to live in the locality. Yet the plans appear to be targeting larger four to five bedroom houses at low density to supply demand for London based commuters. This is not a local plan for a local city, it is to supply demand for people to work in London and live some where less urban, whilst ruining vital Green Belt land between Oxford and Kidlington. Considering that we may be seeing the first price drop in the London market for some time which has a high chance that it will propagate to the whole South-East I believe it to be reckless of the District Council to allow an already compromised affordability housing targets to be further compromised. This is before considering the negative impact current Brexit talks are having on the economy, the prospect of a hard Brexit, and with a Government targeting net migration of tens of thousands. A responsible council would be planning for the worse cliff edge Brexit will bring.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Section 5 (Housing)

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| PR-C-0720 | 07/10/2017 | Adrian | Sutton | | | | |
| 1810 | Comments | | | | | | |
| <p>The Government has published a consultation document Planning for the right homes in the right places. This document sets out Government proposals to assess housing needs in different areas of the country. It has been welcomed by many professionals who regarded the earlier SHMA estimates as overblown and unjustified. Rep quotes Helen Marshall of CPRE as saying that the housing needs in Oxford had been reduced in the new estimates by no less than 47%. For more than 60 years the Green Belt that forms the Kidlington Gap has successfully checked urban sprawl, and it has prevented the merging of Oxford and Kidlington, provided access to countryside to residents of north Oxford and Kidlington, and preserved the setting of the historic town of Oxford. In view of the new assessment of housing need in Oxford, and the lack of a completed local plan by Oxford City Council informed by accurate data on the land available for housing within Oxford, it would be irresponsible and reckless for Cherwell District Council to proceed with its plans to build on the Kidlington Gap. The above Government consultation document also notes that the pressure on housing is much greater in London, and is set to increase further over the next decade. Given that the proposed housing in PR6a and PR6b is approximately 10 minutes walk from Oxford Parkway station it is obvious that those sites east and west of Oxford Road (A4165) will be very attractive for London commuters. It is hard to imagine how key workers in Oxford in need of affordable housing will be able to compete with the market pressure of London commuters for this housing. The proposed housing density on the golf course is only 25 per hectare, and it is highly unlikely that any of it will be affordable to those who need cheaper housing in Oxford. One of the greatest attractions for families living in north Oxford is the wide range of available secondary schools. If 1,180 new households were built on either side of Oxford Road there would be even more car journeys to schools inside the Ring Road to prolong the commute into Oxford. Following a Freedom of Information request Oxford City Council has admitted recently that the new road layout and traffic lights at Cutteslowe roundabout have not improved traffic flow along Banbury Road. This continues to be an area of severe traffic congestion during school term, and the proposed housing can only make it worse. The only good transport link is from Oxford Parkway station, but even there the huge station car park is already filled by London commuters during week-days, less than 2 years since the station opened. We understand that Cherwell District Council have been obliged by the "Duty to Cooperate" with Oxford City Council to solve Oxford's perceived housing problems. But Oxford City Council has chosen to allocate land to employment at the Northern Gateway development instead of housing. Further employment growth is unnecessary and unsustainable in an area of full employment and a shortage of housing. It only exacerbates the housing problem, and leads to even more people commuting into Oxford. Rather than helping Oxford City Council in this way Cherwell District Council should challenge the lack of thinking displayed by the City Council. We recognize that Oxford has a housing problem, especially for key workers. But building on the Kidlington Gap is unjustified by the information available, and by Oxford City Council's own policies to develop land for employment rather than housing. Once the Green Belt has gone it has gone forever, and it is difficult to see how further urban sprawl to the east of Oxford Road could be contained since the nearest road is the B4027, which is several miles to the east (National Policy Planning Framework, paragraph 85). We urge Cherwell District Council to postpone any decision on the development of the Green Belt around Oxford until all the facts are made available.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0722 | 29/09/2017 | Steve | Handsley | | | | N |
| 1815 | Comments | | | | | | |
| <p>Oxford City Council's requirement in their unmet housing need is specifically for affordable homes (2.31 of Oxford CC Local Plan). Much of the Cherwell DC contribution will be located in the Kidlington gap close to Oxford Parkway Station. This land will be seen by housing developers as prime land for the development of houses for the London commuter market and will be marketed and priced accordingly. Developers will be keen to reduce the amount of affordable homes on these sites from the required 50% and will plead that such sites will not be viable unless a smaller proportion are affordable. Oxford's unmet housing need will not be achieved in this way. Therefore the proposed submission is ineffective.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0724 | 29/09/2017 | Stephanie | White | | | | N Y |
| 1821 | Comments | | | | | | |
| <p>Dramatic increase in housing density: Cherwell District Council seems to be rewriting its own policies to try to make this plan 'sound'. When giving planning permission for the new development in Yarnton a few years ago (Cresswell Close/Pixey Close/Hay Day Close), the council stated that the number of houses on that site must be restricted to prevent over-development. However, the housing density of the new developments will be 50% higher – at 45 houses per hectare on the main site to the east of the A44. This density of houses is completely inconsistent with the existing community, and will increase the risk of flooding in these areas while also increasing pressure on local infrastructure and services. Risk of flooding : There are many streams in the area around Begbroke – Rowel Brook, the spring on Spring Hill, etc. – and many of the surrounding fields flood after periods of wet weather. If vast swathes of the countryside are tarmacked over, there is a real risk of serious flooding.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| <p>Proposed changes to the plans In light of the objections outlined above, I would suggest:</p> <ul style="list-style-type: none"> • reviewing the housing forecasts on which the current Local Plan is based. As mentioned above, the calculations used to make these forecasts have been revised recently and the number of new homes required has fallen as a result. • looking to build on brownfield sites within Oxford itself. This would significantly reduce the impact on local transport infrastructure, and provide housing where it is actually needed. • looking to build on sites closer to the main industrial areas of Oxford (namely the City Centre, Headington and Cowley); again, this would reduce the impact on local transport infrastructure and increase the likelihood that these houses would be bought by people working in Oxford rather than people looking to commute to London. | | | | <p>I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector</p> | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | N |
| 1856 | Comments | | | | | | |
| <p>Agree that there is 'exceptional need' for affordable housing in Oxford and Oxfordshire, but dispute that this development plan will provide young people and key workers with the truly affordable housing that they so desperately need. It is risible to believe that Cherwell's 'vision' of 50% of affordable housing will be realised when developers consistently default on their affordable housing obligations; Oxford itself fails to uphold its affordable housing targets in new developments such as Templar Square (where it settled for 20%), while predicted prices at the huge new Barton Park development on land that the City owns are already beyond the reach of first-time buyers. Unless a statutory mechanism is introduced to oblige developers to meet their affordable housing obligation they will continue to default. The proximity of the proposed development to Oxford Parkway rail station will attract London commuters (the reverse of the housing's intended occupancy by Oxford workers), and the high-rent buy-to-let sector will also prosper. There is already 50–70% rental occupancy in large areas of Kidlington, to the detriment of neighbourhood cohesion and attractiveness, and most certainly to the availability of low-cost housing and the financial capacity of young people to save for their own property while meeting high rental costs. It is irresponsible of Oxford to intensify the need for affordable and social housing by continuing to create more low-paid jobs in the City, such as at the new Westgate shopping centre, that add to the already high demand from key workers in essential public services like the City's extensive health sector.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Section 5 (Housing)

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|------------------|------------|-------|------------|----------------------------------------|--|--|--|---|
| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | N |
|------------------|------------|-------|------------|----------------------------------------|--|--|--|---|

5667

Comments

The quantum of homes is based on the SHMA 2014 which is now out of date. Publication of a draft standardised methodology for assessing housing needs published in September 2017 indicates a figure 61% lower for Oxford and 50% lower for Cherwell. The Proposed Submission Plan could lead to an over supply of housing. With this question mark over the OAHN figure Green Belt release cannot be justified. Oxford's housing need is still to be fully and accurately defined through its local plan process. The Inspector's recommendations on the Local Plan envisaged a continuing joint approach whereas Cherwell has forged on alone and sought to defend the Growth Board apportionment. This figure was arrived at on the basis of a rudimentary process of examining sites in isolation through the LUC Spatial Assessment. There is little evidence of other work streams influencing the RAG rating of sites. The figure was not arrived at following SA or HRA work, or any consultation. The Council has not acknowledged the uncertainty associated with the apportionment figure.

Changes Sought

Reasons for Participation

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|------------------|------------|--------------|------------|--|---|---|---|---|
| PR-C-0793 | 10/10/2017 | Maria-Teresa | Cobo-Losey | | N | N | N | Y |
|------------------|------------|--------------|------------|--|---|---|---|---|

2046

Comments

The housing density of the new developments will be 45 houses per hectare on the main site to the east of the A44. This is 50% higher than the density of the Creswell Close/Pixey Close/Hay Day Close development in Yarnton a few years ago. Indeed, Cherwell stated when given planning permission that the number of houses on that site must be restricted to prevent over development. Doesn't understand the reason when this policy has been changed now. Therefore the proposal is irresponsible!

Changes Sought

Reasons for Participation

For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|-------|--------|----------------------------|--|--|--|--|
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
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5024

Comments

The significant need for affordable housing is the driver behind the scale of Oxford's OAN as identified in the SHMA. OCC support CDC in seeking to respond to Oxford's affordable needs whilst ensuring development remains viable. The LPPR seeks to meet the need for key worker housing as part of both the affordable and market housing mix. The City's definition of key worker housing currently focuses mainly on meeting the needs of those in professional roles. The needs of other key workers in lower paid roles essential to the functioning of the Oxfordshire economy (e.g. care workers and school support staff) should also be included.

Changes Sought

Reasons for Participation

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|------------------|------------|----------|---------|--|--|--|--|---|
| PR-C-0837 | 05/10/2017 | Dr James | Jocelyn | | | | | N |
|------------------|------------|----------|---------|--|--|--|--|---|

5677

Comments

Oxford's current housing development plan calls for the construction of nearly 14,000 new homes - almost sufficient to meet the net need under CEG. Nowhere in the Plan can one find recognition of the fact, laid bare in great detail in the SHMA, that Oxford's so-called "housing crisis" and "unmet need" are almost entirely questions of affordability, not lack of housing per se. Quite the contrary, as from the above cited Para. 1.11 onwards, the Plan repeatedly refers to the figure of 28,000 as connected to objective needs driven by economic growth and the markets. For example. Paragraph 3.16 contends: "Having regard to the economic growth of the county, the total housing need for the county identified by the SHMA was about 100,000 homes...including...approximately 28,000 for Oxford." This is an egregious misrepresentation. Additional pressure would also be placed on the transport network in the area through this unsustainable demographic expansion, increasing congestion and pollution and undermining the Cherwell Local Plan's compliance with the NPPF's sustainability requirements. Detailed comments provided on the SHMA.

Changes Sought

Reasons for Participation

The Plan can only be made Sound by addressing the issue of sustainability - and that means addressing the issue of housing affordability in a wider context than that of new construction. This approach would deliver thousands of unnecessary market homes to Cherwell - a result that flatly contradicts the guiding principle of sustainability in National Planning Policy. The Plan can only be made Sound by recognising the whole range of data in the Evidence Base and basing action upon a reasonable interpretation of that data, rather than cherry picking and misrepresenting data in the tendentious fashion of the Plan as currently presented. It must be noted that certain documents in the Evidence Base, notably the Sustainability Appraisal, are compromised by the fact they explicitly proceed from such tendentious misrepresentations.

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|------------------|------------|----------|---------|--|--|--|--|---|
| PR-C-0837 | 05/10/2017 | Dr James | Jocelyn | | | | | N |
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5676

Comments

Analysis of the data actually presented in the SHMA reveals a quite different picture. Referring to Tables 54 and 55 in the final SHMA report we find the conclusions regarding the level of need for affordable housing in Oxford - a very considerable number in excess of 20,000 over the plan period. This number is NOT to be considered as a net need for newly built housing; it is a net need for affordable housing, which is not the same thing as a net need for new construction. Changes in the market and/or in housing policy could equally provide an increase in availability of affordable housing. To provide this many affordable homes for Oxford purely through new building, even under Oxford and now Cherwell's optimistic requirement that 50% of new projects should be "affordable", would require the construction of more than 40,000 new homes. Cherwell's plan to build an additional 4,400 homes will provide at most 2,200 affordable homes that may be relevant to supporting Oxford's unmet need for affordable housing. The market housing built in Cherwell is unlikely to be supported by economic and demographic growth in Oxford, as the SHMA's economic and demographic projections make clear. Detailed comments provided on the SHMA.

Changes Sought

Reasons for Participation

The Plan can only be made Sound by addressing the issue of sustainability - and that means addressing the issue of housing affordability in a wider context than that of new construction. This approach would deliver thousands of unnecessary market homes to Cherwell - a result that flatly contradicts the guiding principle of sustainability in National Planning Policy. The Plan can only be made Sound by recognising the whole range of data in the Evidence Base and basing action upon a reasonable interpretation of that data, rather than cherry picking and misrepresenting data in the tendentious fashion of the Plan as currently presented. It must be noted that certain documents in the Evidence Base, notably the Sustainability Appraisal, are compromised by the fact they explicitly proceed from such tendentious misrepresentations.

Proposed Submission Plan - Section 5 (Housing)

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| PR-C-0864 | 05/10/2017 | Reverend Peter | Hewis | | | | | | |
| 2349 | Comments | | | | | | | | |
| Oxford City Council insists that developers include "affordable" housing in their plans then fail to implement that policy. Two recent examples of this have been the Templars Square development and the Barton Park Development. Furthermore they do not refuse planning permission when family houses become houses of multi occupation and buy to let properties. Recently a study has concluded that Oxford's demands have been overstated and yet our District Council will not stand up to Oxford. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0874 | 03/10/2017 | Mr Stuart & Mrs Phyllis | Holcroft | | Y | Y | N | | |
| 2366 | Comments | | | | | | | | |
| Question the volume of unmet need accepted by the Oxfordshire Growth Board on the grounds that factors emerging since the publication of the Partial Review have a material effect on the predictions and thus invalidate the Plan. Implications of Brexit to be considered. Government's consultation document on housing need suggest a lower level of housing need. Oxford City Council could do more by identifying more housing, similar to what was suggested in the Cundall Report 'Unlocking Oxford's Development Potential. It is worth noting that local authorities do not have an obligation to meet housing need when it arises. Taking account of all the above, we consider Oxford City's unmet housing need to be grossly overstated and unjustifiable in the present climate and the steps proposed to accommodate unmet need are excessive and damaging, but most of all unnecessary. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0896 | 10/10/2017 | N | Simpson | | | | | | |
| 2413 | Comments | | | | | | | | |
| Housing plans for the North Oxford Golf course and the other side of the A4260 will virtually join Oxford with Kidlington, so that we will become part of Oxford's urban sprawl and lose our unique village identity. The strain on out infrastructure is a real concern. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1322 | 10/10/2017 | Adrian & Pat | Sutton & White | | | | | | |
| 4335 | Comments | | | | | | | | |
| The Government consultation document notes that the pressure on housing is much greater in London, and is set to increase further over the next decade. Given that the proposed housing in PR6a and PR6b is approximately 10 minutes walk from Oxford Parkway station it is obvious that those sites east and west of Oxford Road (A4165) will be very attractive for London commuters. It is hard to imagine how key workers in Oxford in need of affordable housing will be able to compete with the market pressure of London commuters for this housing. The proposed housing density on the golf course is only 25 per hectare, and it is highly unlikely that any of it will be affordable to those who need cheaper housing in Oxford. If 1,180 new households were built on either side of Oxford Road there would be even more car journeys to schools inside the Ring Road to prolong the commute into Oxford. Following a Freedom of Information request Oxford City Council has admitted recently that the new road layout and traffic lights at Cutteslowe roundabout have not improved traffic flow along Banbury Road. This continues to be an area of severe traffic congestion during school term, and the proposed housing can only make it worse. The only good transport link is from Oxford Parkway station, but even there the huge station car park is already filled by London commuters during week-days, less than 2 years since the station opened. Understand that Cherwell District Council have been obliged by the "Duty to Cooperate" with Oxford City Council to solve Oxford's perceived housing problems. But Oxford City Council has chosen to allocate land to employment at the Northern Gateway development instead of housing. Further employment growth is unnecessary and unsustainable in an area of full employment and a shortage of housing. It only exacerbates the housing problem, and leads to even more people commuting into Oxford. Rather than helping Oxford City Council in this way Cherwell District Council should challenge the lack of thinking displayed by the City Council. We recognize that Oxford has a housing problem, especially for key workers. But building on the Kidlington Gap is unjustified by the information available, and by Oxford City Council's own policies to develop land for employment rather than housing. Once the Green Belt has gone it has gone forever, and it is difficult to see how further urban sprawl to the east of Oxford Road could be contained since the nearest road is the B4027, which is several miles to the east. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y | |
| 5320 | Comments | | | | | | | | |
| Housing density is also something that could be manipulated although this has implications either way. Higher densities will produce a higher number of dwellings on a given space, whereas lower densities would be more in keeping with existing space in smaller villages. It's clear from the very low housing density numbers being applied to areas such as PR8 and PR9 that these houses are being ear-marked as high value investments. Whilst increasing housing density in these areas would be out of keeping with the existing built environment, it's not unusual for developers to increase density anyway once a project is underway. This maximises profit for them whilst increasing potential problems on local infrastructure. Let's not forget that the housing numbers being discussed here are not set in stone. There's a very good chance that we will see many more dwellings eventually being built than are being claimed now." | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| | | | | | To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes | | | | |

Proposed Submission Plan - Section 5 (Housing)

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|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
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5318

Comments

Discussions around the over-used term 'affordable housing' is something that should be considered as part of these proposals. Given that a great deal of justification and validity being claimed for these plans is based on the idea of providing housing for key workers it's worth noting that the current assessment of affordability, as defined by the NPPF, is a house price representing 80% of market value. Also given that in Oxfordshire the average house costs 11 times the average salary, this equates to a definition of affordability set at roughly 9 times the salary of any new home buyer. It's extremely unlikely that key workers or those at the lower end of the salary scale will find a mortgage provider prepared to lend on that basis. Reference is made to the house prices & provision of affordable housing at the Barton Park Development. North Oxfordshire is already an area of high value housing. Is it really credible that developers are going to provide lower cost units without a fight? In the last major housing development in the area, building had to be forced kicking and screaming to provide any so-called affordable houses. Even then the provision was less than 10% of the total development and the 'affordable' houses were hived off into a fenced off section away from the other dwellings being sold even 15 years ago for close to half a million pounds. We should not be conned into giving away our green heritage to these sorts of projects to enrich developers at the price of a rural landscape that we can all enjoy now for free."

Changes Sought

Reasons for Participation

To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | N |
|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|

5338

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in Table 4 is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

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|------------------|------------|--------|---------------|--|---|---|---|---|
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
|------------------|------------|--------|---------------|--|---|---|---|---|

5365

Comments

Fully accepts the 50% affordable housing requirement, and hope that it can be effectively enforced. On 14 August the Secretary of State announced a consultation on a revised means of calculating the SHMA, Planning for the right homes in the right places. The net effect is to reduce the assessment level of annual housing need. A detailed explanation of the proposed formula for assessing housing need is provided.

Changes Sought

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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|------------------|------------|-------|------|---------------------|--|--|--|--|
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
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4577

Comments

Affordable Housing It is welcomed that the Partial Review sets a target for 50% of development to be affordable, & that within the 50%, that priority is given to tenures which help those most in need (Policy PR2). The policy proposes the priority should be affordable rent or social rent. Please note that of those tenures, the City Council's priority for addressing the needs of those on the housing register would be for social rent homes. Welcomes the ongoing dialogue with CDC planning & housing colleagues, to discuss delivery of affordable housing at the sites allocated through the Partial Review, & particularly the allocations policy for rented affordable housing. It is envisaged that these discussions will culminate in an agreed strategy or process for allocating nomination rights to the City Council for those on its housing register. It is supported that 'key worker' housing may be delivered as part of the remaining 20% intermediate affordable housing. Oxford CC is proposing to take a new approach to this issue & not using the term key worker in its emerging policy approaches in the Oxford Local Plan; the Preferred Options proposes an approach aligned more with income & affordability rather than specific employers or sectors.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Section 5 (Housing)

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| PR-C-1461 | 10/10/2017 | Deborah & Jeffrey | Wright | | N |
| 5281 | Comments | | | | |
| "We do not believe there will be affordable homes built. These will be for commuters to other towns and cities such as London. The new Oxford Parkway station and linked bus routes give a prime opportunity to cater for these groups. • Recent houses for sale on Barton Park are a three bedroom home will cost at least £595,000. • £300,000 price tag for a one-bedroom flat at Barton Park which soars above city average • A two bedroom flat will cost at least £350,000" | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-1485 | 09/10/2017 | Emma | Worthington | | |
| 4659 | Comments | | | | |
| Objection regarding the Green Belt in particular • Its purpose aims at preventing urban sprawl • If Green Belt boundaries are re-defined, the way to define those using physical features would need to be readily recognisable and permanent. Right now this is not the case on the area to the east of the A4165 (Oxford Road) because there are no such features and therefore no eastern boundary. There is a high risk to lead to unrestricted sprawl of large built up areas – which is contrary to the Green Belt purpose. In relation to the Golf Club proposal • The proposal is to relocate on a fairly flat and largely arable land which does not fit a golf course need • The current owners of the Frieze Farm manifested their approval to have the club relocated there • In addition it is not clear how this relocation will be funded Housing needs • The proposal is focusing on being close to the Parkway Station: I strongly doubt this will fulfil the need to have affordable housing. • The developers are likely to have to pay a premium on this land because of its location • It is clear that these new houses are likely to be purchased by London commuters due to the proximity of the station. Traffic • We already have severe congestion in this area. What are the plans to improve the local road network? • Pollution wise, All of Oxford is an Air Quality Management Area because of the high levels of nitrogen dioxide. Cutteslowe Roundabout is a pollution hotspot where Nitrogen Dioxide levels regularly breach international guidelines. • The proposal will result in more traffic in an already congested zone and I have not seen any strategy to deal with the future situation. Cutteslowe Park. • There is at the moment no guarantee of the additional park land and that the arable land will stay as such in permanence either. • The Area is to be built on the Green Belt Land which first aims at preventing urban sprawl and neighbouring towns merging into one another. It also supports in preserving the setting and special character of Oxford. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-1533 | 09/10/2017 | Janet | Warren | | N |
| 4813 | Comments | | | | |
| Housing location/densities 1. There is indeed a need for housing that local (Kidlington and Oxford) people can afford to buy or rent, as opposed to 'affordable housing' which most could not afford to buy or rent, but the intention to build at low density in the most desirable locations, e.g. close to Oxford Parkway, does not resonate with that need. It is not an effective way of solving a housing shortage. 2. If housing density were increased in some sites it would be possible to spare others. 3. Social housing would, no doubt, be acceptable at a higher density so could then both justify the use of some green belt while using less of it. 4. Oxford has free land now but it is set aside for business use. This could be used for housing, thus in part solving its housing problem rather than exacerbating it. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-1615 | 10/10/2017 | Victoria | Carruthers | | |
| 5566 | Comments | | | | |
| Objections to the proposed submission plan to build 4,400 houses in Kidlington using the identified parcels of land outlined in the Partial Review. The plan 'aims' to provide 50% social housing within the 4,400 houses built. However, from speaking with people involved with the plans there is no guarantee around this. Know from numerous other examples (the Barton development for one) that the social housing target is almost never met, and that there is no minimum target for social housing. Also know that the largest proposed development is adjacent to Oxford Parkway station and the other parcels are within easy reach of this direct connection to London. The new properties will clearly be attractive to commuters and buy to let landlords, who will have money to spend, and have confirmed there is nothing to stop the new properties being purchased by these groups. All this will serve to do is increase the price of the new housing stock, pricing out local residents and Oxford's key workers and failing to deliver the key objective of meeting Oxford's unmet housing need. Have yet to speak to someone involved with the plans who can give me an answer to this, and as Oxford's unmet housing need is the only reason the plans exist, if there's a risk that the plans will fail to deliver the objective, they should never go ahead. How can this be justified as an 'exceptional circumstance' if you have no confidence that it will actually work? | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-1616 | 10/10/2017 | Clare | Boddington | | N |
| 5571 | Comments | | | | |
| Confident that any affordable housing targets would not be met as they almost never are (as demonstrated by the new Barton Park development near Headington). As Kidlington is now only an hour from London by train, developers are going to want to ensure most of the new homes are suitable for wealthy commuters to maximise profits. Doubt much of the housing built would be truly affordable for existing locals. It is clear that the main motivation for the proposed development is the opportunity for lots of people to make lots of money. The plans refer to the historic and popular North Oxford Golf Course in several places but then say that the club will be destroyed and the land made available for housing. Where is the sense in closing a popular and historic course just to possibly build another close by? | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - Section 5 (Transport)

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| PR-C-0019 | 24/07/2017 | Daniel | Scharf | | |
| 23 | Comments | | | | |
| References to the Oxford to Cambridge corridor are contradictory. The Plan supports the existing rail link (between Bicester & Oxford) & onwards (to Milton Keynes, Bedford & Cambridge) but also supports the Expressway that would be in direct competition, probably preventing the completion of the rail link or making it extremely costly in subsidy. This is contrary to the sustainable transport policies. Why are there no further investigations into the Expressway? Another reason for opposing the Expressway is the effect it would have on the A34, A44 & other link roads at both ends of the "corridor". On the contrary, East/West rail would enhance connections to Cambridge, Norwich & Felixstowe to the east & Swindon (inc. Research Council offices), Bristol, Bath, Cardiff, Swansea & Exeter to the West. Even without the Expressway, the Plan refers to & relies on the suggestion that conditions on the A34 will improve. The proposed development will increase A34 use & congestion, which is an international (i.e. Route Euro05 from Algeciras to Greenock), national (Southampton to Preston) & local (Knowledge Spine). Why is this trunk road junction a suitable place for further development? It is Government policy that GB development should not be supported until reasonable alternatives have been properly explored & rejected. Meeting the needs of Oxford City by concentrating development on its outskirts is a road centred policy that will add to congestion & increase emissions (CO2, NOx & particulates). Also the propensity of residents of this housing will be commuting from Oxford Parkway to other employment centres & not meeting Oxford's need. No concern shown about air quality & the impact on residents being next to a heavily trafficked trunk road with a high proportion of freight. There are no adequate policies to assist in the necessary transition to the use of ULEVs. Parking at workplaces, local centres (& the City centre) should privilege ULEVs. Parking spaces in residential areas should be limited to ULEVs & visitors. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| If development was concentrated along the two railway lines (e.g. Shipton Quarry), commuters could access the centre of Oxford & towns/cities further afield without using the car. It should be made clear that all new developments must provide a number of ULEVs and | | | | | |

Proposed Submission Plan - Section 5 (Transport)

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| | charging points and car clubs. Parking spaces in residential areas should be limited to ULEVs and visitors. | | | | | | | |
| PR-C-0251 | 09/10/2017 | Antonio | Corbi | | N | N | N | Y |
| 2042 | <p>Comments</p> <p>The Proposal is irresponsible as it will have a major negative impact on transport with extra pressure being placed on already congested roads. The plans for new transport infrastructure deal with the existing needs and do not model the impact of the additional 4,400 houses. These irresponsible plans will also cost millions of pounds and are currently unfunded. The Rapid Transit system (remember these are long buses, NOT TRAMS) will not pass through either Begbroke or Yarnton but will instead go from the new proposed Park & Ride site at Bladon roundabout to Kidlington along Langford Lane. Traffic that normally passes through Kidlington will be encouraged to use the A44. This means our villages will not be served by the Rapid Transit system and will suffer increased traffic, and that is before considering the new houses. This is very irresponsible! The CDC has not consider how an additional 4,400 houses in the area will affect the daily routine of the residents, particularly those that commute to and from work everyday. Therefore the CDC's Proposal is very irresponsible as it does not consider the commuting needs of the people who go to work and it will affect people going by car or cycling to work too. The transport plans indicate that Sandy Lane will be closed to through traffic at the level crossing. Sandy Lane, by the admission of Oxfordshire County Council and Cherwell District Council, is a well-used road. We also know that it provides a valuable link between our two villages and Kidlington. There is no public transport option planned to link these villages together with the only option being to travel further by car (which is already being discouraged) or walking or cycling. The traffic increase resulting from the CDC's Plans may well produce casualties including those cycling to work. Therefore the proposal is very irresponsible.</p> <p>Changes Sought</p> <p>For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-0260 | 10/10/2017 | Rhian | Pye | | N | N | N | Y |
| 5560 | <p>Comments</p> <p>The roads in the vicinity of policy sites PR8 and PR9 are already congested at busy times of day and the addition of another 2480 homes in this area, plus the additional 410 homes just north of this area in Woodstock, will make travelling to work significantly slower and more arduous. It is not uncommon to see traffic queuing to get into Oxford all the way up the A44 from Loop Farm roundabout to Sandy Lane roundabout during morning rush hour. Any plans for transport infrastructure improvements are based on the current situation and do not model the effect of the additional houses being proposed, so are likely to be completely swamped once the residents of the new houses join the daily commute in this area. The proposed sites PR8 and PR9 will not be able to access the proposed new Rapid Transit System as this will not run through this area but instead service Kidlington. Therefore, it is unlikely that significant numbers of people dwelling in these new houses will be able to use public transport to get to their employment areas which therefore makes this an unsustainable development plan. The Proposed Submission Plan states that Sandy Lane will be closed to vehicles in order to form a cycle/pedestrian link to Kidlington. This is completely unacceptable and should not occur under any circumstance. The proposal to provide a safe route along Sandy Lane for pedestrians and cyclists is very sensible and would be well received by local residents, however, this should not be at the expense of access along this road by vehicles. Sandy Lane is a well-used road which provides a crucial link between the villages of Yarnton and Begbroke, and the amenities in Kidlington. Traffic flow along here is consistent and steady meaning that many vehicles use this route each day but that this does not cause congestion or hold-ups. CDC have described this road as a 'pinch point' but having driven along this road several times most days for the last few years, I can confirm that this is not true. CDC recently ran a series of staffed exhibitions and when I visited the Begbroke exhibition on 2nd August 2017 I discussed this point with one of their representatives. The arguments put forward for closing Sandy Lane were effectively only relevant to the future small section of the enlarged Yarnton community who would live in the proposed new development and were capable of walking or cycling several kilometres in each direction. In effect, the CDC representative indicated that CDC had given no consideration at all to the requirements of the current residents of Begbroke and Yarnton and how the closure of Sandy Lane would undeniably adversely affect their daily lives. Residents would now need to travel far further by going north along Langford Lane or south via Frieze Way to access the shops, local schools, health facilities, and recreational facilities within Kidlington. This would result in longer journey times and greater traffic congestion - hardly the goals of a sustainable development plan. It is worth noting also that there are currently no public transport options linking Begbroke and Yarnton, with Kidlington. On a personal level, I use this route twice daily to take my children to school at the nearest local Catholic primary school situated in Kidlington. From here, most days I then continue my journey to work or other locations. I could not possibly do this by walking or cycling due to the distances involved. Closure of Sandy Lane will mean I will have to make a journey to take my children to school each morning which will be nearly three times as long both in terms of distance and time. In doing so, I will be adding to the general congestion of traffic within Kidlington village centre or I will be forced to use side streets as rat-runs in order to get my children to school on time. Again, this can not be viewed as being a sustainable option and therefore makes this part of the Proposed Submission Plan unsound.</p> <p>Changes Sought</p> <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-0406 | 29/08/2017 | Sara | Sheppard | | | | | |
| 1053 | <p>Comments</p> <p>The Banbury road during the morning rush hour is currently a hazard due to the amount of buses, cars, cyclists and pedestrians using the road. The danger will only increase if the proposal goes ahead as there will be more people using Banbury Road.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
| 1264 | <p>Comments</p> <p>Begbroke Lane Identified in Appendix 6 page 191 as a: STRATEGIC CYCLING ROUTE - This lane is a recreational area enjoyed by many people (Picture of the lane provided)– Walking, taking dogs out or simply to have a stroll and a sit on one of the four seats installed by Begbroke parish council.- Whilst many people also cycle to and from Kidlington – this lane certainly does not meet the thematic distinction of strategic and too much cycling would spoil the existing balance between pedestrians and cyclists. Buses: Stagecoach said:- ...It has taken us longer to design these timetables than we had hoped, and we have tried to take account of our customers' aspirations, deal with the worsening traffic congestion in to and out of Oxford at busy times, to put together a robust timetable with buses turning up on time. It has become clear that outside the busy peak periods there are rather too many buses between Woodstock and Oxford.- We have therefore reduced the number of buses from five to four an hour – two S3 buses and two route 7 buses..Not very positive given overall strategy on public transport. The Stagecoach company did not consult the Begbroke Parish Council when asked about the 7A service not coming through Begbroke(neither does the 500 or 7) as this is after all a commercial route. We did not consult Begbroke, we opened this up publicly. Bodes well for the future. - Bus lane along the A44 Begbroke to Loop Farm. This 'proposal' is physically and financially impossible owing to the restrictive widths of railway and canal bridge crossings plus the underpasses at Peartree Interchange. Further restricted by Project 11a (Page 167) being 'cycle and pedestrian improvements along A44 between Bladon Roundabout and Peartree Roundabout', the so called'Rapid Transit' route along the A44 (only capable of funding if Government grants are forthcoming) This cannot be used to justify large scale housing development adjacent to the A44 at Yarnton and Begbroke. The infrastructure proposals are not justified, nor effective and the Plan is UNSOUND.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say.</p> | | | | | | | |

Proposed Submission Plan - Section 5 (Transport)

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| PR-C-0580 | 03/10/2017 | Lorna | Bennett | | | | | |
| 1466 | <p>Comments</p> <p>The road structure in this area is already at full capacity and some. If you were to develop this land and add a further 4,400 or whatever new homes there is a good chance these houses will have at least 2 cars +. This would then swamp the roads that are already congested. The Council cannot even maintain what is already here, under your own admission, as the state of the roads are evident. The road are currently not really fit for purpose as it is and to add a potential 8,000 more cars is ludicrous. As for local transport, this is also not going to be fit for purpose and from what I can see no bus lane will be able to be implemented as there are too many bottle neck areas to negotiate. Therefore a park and ride would also not be feasible. The idea of shutting Sandy Lane is also extremely preposterous. The road carries a lot of local traffic from both Begbroke and Yarnton to Kidlington and vice versa. If that was to shut all traffic would then either have to go Loop Farm roundabout and Frieze Way or Langford Lane. Both of which, I think you will agree, is also not really an option as, again, these are already congested. Believes a survey was done down Sandy Lane which showed how much that road was used and also believe you do in fact have these figures. I cannot see how this would work in any event as there are actually houses along that road right up to the level crossing.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0688 | 03/10/2017 | Susan | Knox | | | | | |
| 5658 | <p>Comments</p> <p>Transportation - already we are faced with traffic congestion trying to get in and out of Oxford and further South. 9 o'clock hospital appointments necessitate leaving by 7 o'clock to be in time. Our bus service is half hourly only into the city centre. We still face traffic problems if we try to go to Park and Rides. 100's more cars we leave us sitting in jams and make our lives miserable. Closure of Sandy Lane - This is our direct link with Kidlington and is a busy road gritted by the County in winter. To get to other routes to Kidlington we face traffic congestion. There are no buses to Kidlington. Dentist and further Medical Practices, and Veterinary surgeries are in Kidlington.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0747 | 06/10/2017 | Dr Elizabeth | Fry | | N | N | N | Y |
| 1884 | <p>Comments</p> <p>As residents of Yarnton with a grown family living at home four cars are used. There is no SAFE way to cycle to work and the public transport either does not travel close enough to the place of work or would require substantially more time than is feasible but the cars are needed at work for operational purposes. Like many households cars will run and this won't change however much public transport is improved. The current infrastructure DOES NOT support the current traffic requirements encouraging the use of 'rat runs' through all the villages. The traffic reaches a standstill on the A34, the ring road, the Woodstock and Banbury roads into the City Centre, this backs up to the Pear Tree roundabout and most of the way to Woodstock on the A44 and to Eynsham on the A40. The traffic from Bicester impacts greatly on the roads in the area. It would be unthinkable to increase the housing level in this area without improving the road network. Many hours of work have been lost due to the current road situation and it is a huge worry. There is no money allocated for new infrastructure.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | For the reasons given and the representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported and adopt as part of this representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | Begbroke & Yarnton Green Belt Campaign to represent at the Examination should it take place. | | | | |
| PR-C-0758 | 10/10/2017 | Susan | Cooper | | Yes | Yes | | No |
| 1904 | <p>Comments</p> <p>No mention is made of measures to encourage people to refrain from owning cars, such as promoting and providing space for car-sharing clubs. Strongly suggest this be added here and in each of the policies for specific areas.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0761 | 09/10/2017 | David | Brown | | | | N | Y |
| 1918 | <p>Comments</p> <p>The houses proposed for Begbroke and Yarnton on either side of the A44 will produce more traffic onto a road that is already at its limit. The land labelled PR8 on the east of the A44 is proposed to accommodate 1950 houses and the land labelled PR9 on the west side of the A44 is proposed to accommodate 530 houses, a total of 2480 houses. All the traffic to and from these houses will come off the A44; with the closure of Sandy Lane there would be no other road. These houses would generate a traffic of over 1000 vehicles per hour at peak hours and this would swamp the A44 which is already at its limits. Traffic survey undertaken and results from the survey provided.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | For these varied reasons, the proposals put forward in the plan with regard to the traffic are simply Unsound and Not Effective. Like the Begbroke and Yarnton Green Belt Campaign to act as representative during the Examination by the Planning Inspector. | | | | |
| PR-C-0793 | 10/10/2017 | Maria-Teresa | Cobo-Losey | | N | N | N | Y |
| 2048 | <p>Comments</p> <p>The Proposal is irresponsible as it will have a major negative impact on transport with extra pressure being placed on already congested roads. The plans for new transport infrastructure deal with the existing needs and do not model the impact of the additional 4,400 houses. These irresponsible plans will also cost millions of pounds and are currently unfunded. The Rapid Transit system (remember these are long buses, NOT TRAMS) will not pass through either Begbroke or Yarnton but will instead go from the new proposed Park & Ride site at Bladon roundabout to Kidlington along Langford Lane. Traffic that normally passes through Kidlington will be encouraged to use the A44. This means our villages will not be served by the Rapid Transit system and will suffer increased traffic, and that is before considering the new houses. This is very irresponsible! The CDC has not consider how an additional 4,400 houses in the area will affect the daily routine of the residents, particularly those that commute to and from work everyday. Therefore the CDC's Proposal is very irresponsible as it does not consider the commuting needs of the people who go to work and it will affect people going by car or cycling to work too. The transport plans indicate that Sandy Lane will be closed to through traffic at the level crossing. Sandy Lane, by the admission of Oxfordshire County Council and Cherwell District Council, is a well-used road. We also know that it provides a valuable link between our two villages and Kidlington. There is no public transport option planned to link these villages together with the only option being to travel further by car (which is already being discouraged) or walking or cycling. The traffic increase resulting from the CDC's Plans may well produce casualties including those cycling to work. Therefore the proposal is very irresponsible.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |

Proposed Submission Plan - Section 5 (Transport)

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| PR-C-0817 | 10/10/2017 | G | Davies | | | | |
| 5664 | Comments | | <p>Transport & Commuting - two fundamental transport issues that Oxford(shire) has failed to address; the A34/Oxford Ring Road requiring a bypass north of Abingdon to the M40, either to the North East or North West of Oxford, and the Ring road pinch point at Sunderland Avenue; requiring a short bypass. Work recently completed at roundabouts at either end of Sunderland Avenue to improve traffic flow for the planned Northern Gateway project has been an abject failure. Approval of this project should be relocated to a more appropriate location which can support the housing needs for the project. Locating housing close to jobs where people can more easily walk/cycle to work or use high quality public transport. The County Council estimates there could be a 25% increase in journeys within the city boundary by 2031. Without improvements to transport network and changes of travel behaviour, this could result in approximately 13,000 more commuter car trips each day causing major congestion and pollution. The Park & Ride schemes need to be relocated outside the city boundary. Congestion, Pollution, Noise, Air Quality, Building Decay and Health - There are two major aspects to pollution. The first is health. The second, significant to Oxford is the corrosive affect it has on collage buildings which are constructed from soft sandstone/limestone. Oxford does not have any heavy industry so primary cause of pollution is from motor vehicles. It is vital that Oxford does not encourage more people to commute into Oxford for employment. It is currently urgent that Oxford discourages the current levels of traffic flowing into and out of the City. Oxford needs to consider both congestion and pollution schemes, reducing the number of public car parks and build on them, charging employers who provide car parking for employees, charging home owners with cars living in the city boundary, free at the point of use Park & Ride schemes (parking & bus travel). Reducing the levels of congestion, pollution and noise will significantly improve the health of people living in Oxford. It will also have benefit in reducing the level of decay of buildings and necessary expensive restoration work.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | |
| 5032 | Comments | | <p>The proposals would improve on existing, and provide new, pedestrian and cycle infrastructure between existing and new sites, including to Northern Gateway, Water Eaton / Oxford Parkway and North Oxford; and ensure that the developments and infrastructure complement the LPT and corridor studies. Would however highlight that the Primary Rapid Transport services along the A44 should not all be required to divert into sites (although secondary services could do so).</p> | | | | |
| | Changes Sought | | Reasons for Participation | | | | |
| | <p>The Oxford Transport Strategy encourages low-car developments where appropriate (as is proposed at Northern Gateway) in order to restrict car use and encourage sustainable transport use. Given the improved connections between the sites and to / from Oxford that would be delivered, this should be included in the site policies / AAPs and ensured through design and the implementation of parking controls.</p> | | | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | |
| 5488 | Comments | | <p>Proposed changes suggested.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | | | |
| | <p>On page 79, para 5.49, mention is made of “the fullest possible use of public transport, walking and cycling”. There is an opportunity here to mention that the AHTS outlines plans for Door to Door travel (i.e. walking and/or cycling in combination with public transport). There are a couple of references to this in the text, but it would be good to explicitly mention the AHTS and how public transport use can incorporate an element of walking or cycling, especially in terms of access from development sites to core transport corridors such as the A44. * On page 80, para 5.54 reference is made to “how infrastructure is piecemeal, with junctions on to the A4260 and parking on southern service roads creating hazards”. Reference to the new Cycling Design Guide should be made here. * On page 81, para 5.59, Door to Door travel should be mentioned again. Something like “creating safe routes and cycle parking facilities at popular bus stops can encourage and enable an element of active and healthy travel in a Door to Door journey”.</p> | | | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | |
| 5031 | Comments | | <p>The plan generally aligns with Local Transport Plan 4 and the Oxford Transport Strategy (OTS), with the proposed allocation of sites within close proximity to Oxford and thus offering excellent opportunities for making use of existing transport infrastructure and for enhancing sustainable links into Oxford. Whilst the proposed sites score highly in terms of sustainability, it should be recognised that there are high levels of traffic congestion in southern Cherwell and north Oxford which need to be remedied. Work on identifying solutions to the highway capacity problems requires a collaborative approach across the local authorities and should therefore be considered through future planned strategic development that is likely to be progressed through the Growth Deal. The highway improvements within the highway boundary that are detailed in the Infrastructure Schedule are supported. There is concern from recent experience as to whether the policy requiring ‘a single, comprehensive outline scheme’ will be strong enough to ensure the allocations come forward as a single planning application. It is unclear why there is a requirement for vehicular access by emergency services – is this separate from other highways considerations and is it to do with concern over too many houses off of one access?</p> | | | | |
| | Changes Sought | | Reasons for Participation | | | | |
| | <p>The following should be considered within the site ‘Development Briefs’ that are required for each site: i) Walking distances –whether all developable areas of the proposed sites will be within the maximum 800m walking distance of a local centre and 400m of a bus stop once built out. ii) Bus infrastructure to serve the sites, including Real Time Information displays. Iii) Provision of car charging points and cycle parking.</p> | | | | | | |
| PR-C-0841 | 10/10/2017 | Catherine | Newman | | | N | N |
| 5690 | Comments | | <p>Closure of Sandy Lane should not be closed to traffic at the level crossing. Sandy Lane is a well-used road, I myself use it several times a week saving me several miles by not using the A44 via Langford Lane or Stratfield Brake. When the A44 is clogged up due to an incident at Pear Tree Roundabout or one on the A34 it is also an alternative route to reach Oxford and the hospitals. The queues into Oxford are very often horrendous especially at peak times and can reach back to Langford Lane.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | | | |

Proposed Submission Plan - Section 5 (Transport)

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| PR-C-0845 | 10/10/2017 | Christine | Cook | | | | N | Y |
| 5693 | Comments | | | | | | | |
| Transport- the A44. How is anybody going to get around at the times they need to? Most days of the week, the traffic is backed up on the A44 going towards Oxford. Often this is to Sandy Lane and sometimes back further. Photographic evidence provided. If you close Sandy Lane to through traffic, the problem will be exacerbated as when people see the queue, they try going towards Kidlington. They have no choice but to use the A44. You clearly haven't considered the transport infrastructure very well at all. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector. | | | | |
| PR-C-0850 | 10/10/2017 | Colin | Homans | | | | N | |
| 5701 | Comments | | | | | | | |
| Transport routes are already very busy in the area. The A34, A40, A44 and A4260 roads are busy at all times and are reduced to stop start running during peak commuting times. Oxford Parkway is drawing extra traffic into the area as rail users avoid travelling into central Oxford. Increased road traffic will only increase levels of air pollution experienced by local people. What has happened to the plans for the new station for Kidlington at Flatford Place? A new station within Kidlington at Flatford Place would be beneficial in avoiding some local road journeys. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0864 | 05/10/2017 | Reverend Peter | Hewis | | | | | |
| 2350 | Comments | | | | | | | |
| The planners fail to realise that Kidlington is the nearest shopping centre, place for major doctors' surgeries, the centre of entertainment and exhibitions (Exeter Hall) and the place of major shops and banks for Yarnton. I have done the return journey by car from our home and the closure of Sandy Lane will greatly increase the mileage between the two communities. The planned new railway station or halt seems to have very restricted access and no parking provision. Kidlington residents will have no access other than on foot or bicycle as no buses serve that area. To create a bus lane will involve widening the canal bridge and railway bridge at Yarnton yet the District Council recently gave planning permission for new housing very close to the canal bridge. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0875 | 04/10/2017 | Mrs Frances | Bishop | | | | N | N |
| 2372 | Comments | | | | | | | |
| The proposed policy depending on less use of cars, seems more hopeful than justified by evidence. The document does not seem to show any real ways that the very overcrowded and noisy road network could be made to cope with so much more traffic. Family life for most people requires car use and there will also be increased public transport, delivery vehicles, service vehicles and traffic related to use of schools, doctors, leisure facilities etc. Air quality is also an serious issue. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0896 | 10/10/2017 | N | Simpson | | | | | |
| 2412 | Comments | | | | | | | |
| Traffic problems during rush hours. All the modifications to the Cutteslowe and Wolvercote roundabouts will be of little avail if get further traffic thrown onto them due to the proposed development. Already the A34 cannot cope with the volume of traffic passing through. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | | | N | N |
| 5322 | Comments | | | | | | | |
| The plans are being sold on the premise that they provide easy access into the city by simple virtue of their straight line proximity to the city centre. This is highly simplistic and initially ignores all the limiting factors imposed by the existing road network, peak traffic flows and local network geography. When these salient facts become evident the review seeks to divert attention away from them by broad references to aspirational projects such as a "Rapid Transport Scheme" or Green Infrastructure'. None of these concepts are defined in the review beyond these loose buzzwords. When questioned at one of the local presentations, planning officers obviously had no clue how many of these projects would work in practice. It's not enough to simply aspire to improved transport systems, there is a need for specifics about how they could be achieved, especially if additional burdens are going to be placed on already overstretched existing infrastructure by massive increases in population. Without a clear and workable plan, and most importantly, the funding to make it reality BEFORE additional houses are built, further development will simply serve to make an already intolerable set of circumstances much worse leading to a reduction in the quality of life for both existing and new residents alike. Proposals within the review surrounding transport infrastructure are some of the most audacious, fantastical and speculative within a document that is an exemplar of those qualities. There are several wild assumptions made about existing and additional traffic flow, private car use and availability of public transport. The terms 'sustainable' and 'green' feature heavily throughout these proposals, but as with so much else within this review, there is very little substance to the aspirations and no realistic assessments or explanations of how they could be delivered. Detailed arguments to support this view are given. Whilst I would support any moves towards sustainable transport initiatives, it's clear that these areas of north Oxfordshire are singularly unsuited to such projects in the short term and it would be very unlikely to seem such additional transport infrastructure implemented within the timeframe encompassed by this partial review. Transport Infrastructure It is arguable that many of these transport improvements are already desperately needed for the people already living in these areas, so perhaps if such projects come to fruition over the coming years there may be more scope to consider additional development. But it would seem unlikely that anything on the scale being proposed now would be viable without significant and major improvements over the next 10-20 years." | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes | | | | |

Proposed Submission Plan - Section 5 (Transport)

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| PR-C-1388 | 10/10/2017 | David | Abbott | Highways England | |
| 4493 | <p>Comments</p> <p>Highways England is responsible for the operation, maintenance and improvement of the SRN, which, in Cherwell consists of sections of M40, A34, and A43. As a key delivery partner for sustainable development promoted through the plan-led system, and as a statutory consultee we have a duty to cooperate with local authorities to support the preparation and implementation of development plan documents. While we are aware of the relationship between development planning and the transport network, and we are mindful of the effects that planning decisions may have on the operation of the SRN and its associated junctions it is understandably unrealistic to expect it to cater for unconstrained traffic growth generated by new developments. We therefore welcome policies and proposals which incorporate measures to reduce traffic generation at source both through good location and by facilitating and encouraging more sustainable travel behaviour.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |
| PR-C-1388 | 10/10/2017 | David | Abbott | Highways England | |
| 4491 | <p>Comments</p> <p>Spatial Strategy We note that the PR seeks to locate the majority of development on land designated as Green Belt but that Cherwell District Council considers the circumstances to be exceptional and meet the conditions set out in NPPF Section 9 in allowing development on Green Belt land. We would highlight the risk that if Green Belt development is not permitted it may need to be allocated elsewhere, which could potentially have a far more onerous impact on the highway network than is predicted within the PR. The case in support of Green Belt development needs therefore to strongly emphasise this. Nevertheless, we consider that if 4,400 dwellings are delivered in the plan period (in addition to the developments already committed in the Cherwell Local Plan) then there could be a significant impact on the operation of the SRN and the importance of the accurate assessment of this impact needs to be emphasised. We acknowledge that development locations have broadly been allocated along the A44/A4260 Corridor between North Oxford and Woodstock, with some locations on the edges of the Oxford and Kidlington urban areas and some in more rural areas. It should be noted that the development sites away from urban centres may not benefit from some of the existing urban sustainable transport options available. It is therefore important that sufficient sustainable transport solutions are provided to/from the development in these areas to ensure the impact of additional traffic on the network is minimised where possible. We welcome the location of development in relatively close proximity to Oxford along key radial routes. There is the potential for frequent, high quality sustainable transport connections from the additional development sites to the Oxford urban area. Should these not be in place then we consider that the traffic impact upon A34/A44 Peartree Interchange arising from the additional development is likely to be intolerable. We note that the PR does not appear to propose any highway infrastructure improvements to support the development proposal, only public transport infrastructure. However, the residual impacts are yet to be fully understood, as are any mitigation measures that may be a consequence of them. In addition to the A34/A44 Peartree Interchange, we consider that there could be an impact on the operation of other sections of the strategic road network, including other links and junctions on the A34 and M40 Junction 9. It is unclear yet from the PR what these impacts could be. Whilst we support the intention of Cherwell District Council to seek developer funding for the infrastructure schemes listed in the PR, it should be clarified whether the developer funding is intended to fully cover these schemes or whether further additional funding would be required. An approach would be welcomed where planning permission for the proposed developments would be conditional on including proportional funding for the infrastructure set out by the PR. We note that 1,180 dwellings have been put forward as extensions to the northern edge of the Oxford urban area. Extensions to the urban area could be considered suitable locations for development provided good accessibility to existing services and facilities exists and necessary supporting infrastructure (including public transport services) can be provided. Although we welcome the proximity to existing and planned sustainable transport infrastructure, we consider that the extensions proposed could affect the A34/A44 Peartree Interchange, the A34/Oxford Road junction and potentially M40 Junction 9. We note that the remaining 3,220 dwellings have been allocated to sites adjacent to Kidlington, Begbroke, Yarnton and Woodstock. Whilst some of these sites are located further away from the Strategic Road Network, it is likely car trips from these sites to Oxford will route via the A34/A44 Peartree Interchange and that a number of longer distance trips could also route via A34/A44 Peartree Interchange as well as the A34/Oxford Road junction. We consider that whilst some of the sites may have less of an impact on the strategic road network due to their size and/or proximity, the cumulative impact could be significant and it is recommended that an assessment of this impact is undertaken. We welcome the intention to prepare Transport Assessments and Travel Plans to support all development identified to meet Oxford's unmet housing need. Transport Assessments should endeavour to establish the potential impact of a development on the SRN and what measures may be required to mitigate these impacts. The PR indicates that developers will be required to make a contribution to infrastructure measures identified within the adopted Local Plan and Oxford Transport Study. Transport Assessments could therefore also be used as a basis to establish the quantum of each contribution, each development should make, together with type and form of the mitigation measures required.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |
| PR-C-1389 | 10/10/2017 | Nick | Small | Stagecoach in Oxfordshire | Y |
| 4495 | <p>Comments</p> <p>Stagecoach is very encouraged by the manner in which this Plan Review has been progressed by Cherwell District Council, supported by key partners and stakeholders, and OCC in particular. It is positively prepared in that it seeks to meet in full, the development needs that have been judged to require accommodation within the District arising from the Oxfordshire Growth Board's apportionment. The Plan is properly justified, backed by a comprehensive suite of relevant and proportionate evidence as required by NPPF paragraph 182. There is a proportionate and relevant transport evidence base that underpins the Plan, and this evidence base has been available suitably early in the Plan-making process. The OTS and the dLPPR are both now each supported further by work to establish in more detail the feasibility and design options for key measures set out within it. Therefore, the Plan is supported by a deliverable series of transport mitigations. Stagecoach wishes to publicly commend the Councils for the depth and breadth of partnership working in addressing not only the need to accommodate the City's development requirements beyond the City's boundary, but the transport and movement issues that arise from this. Preparing the STA and the Corridors Study has demanded intensive partnership working with a wide range of stakeholders within very ambitious timescales. Stagecoach recognises and also applauds, that the dLPPR progresses a development strategy that is focused on several key principles, which align excellently with the principles set out in the NPPF. The only area where Stagecoach has some small residual concern is that the Plan could make rather clearer that the A44-A4260 Corridor Study has shown that opportunity clearly exists for comprehensive bus priority on the A44 South of Bladon, of equivalent standard to that proposed on the A4260 BRT Corridor. We would urge that this is rather more clearly signalled within the STA, the Infrastructure Delivery Plan (IDP)/infrastructure Schedule, and the draft policies for Strategic Allocations proposed North East of Woodstock, North of Yarnton, and at Begbroke. The STA makes clear that south of Yarnton, the A44 is already subject to severe peak delays and that without substantial measures to address this, these conditions will substantially deteriorate. The significance of the A44 Bus Priority within the Plan, as part of its supporting transport mitigations strategy, is that much the more important when regard is had to the development strategy proposed in West Oxfordshire, which will directly impact on the A44 south of the Bladon Roundabout. The Corridor Study shows that the rail bridge on the A44 south of Yarnton evidently is a very significant constraint limiting the scope to cost-effectively add capacity for general traffic. Even if it could be, providing for general traffic would serve only to add pressure on key links and junctions at pear tree and Cutteslowe. However, north of Yarnton, the existing A44 carriageway has been largely ""hatched out"" as redundant. As a result, the Corridor Study shows that bus lanes could be delivered very cost-effectively making use of this currently unused highway pavement, with limited need to construct new carriageway with its attendant costs. South of the rail bridge, the Study is more agnostic, as it looked only at what could be achieved within the public highway. However, allocations are made alongside the A44 in the Plan, and it is vital that the Plan and supporting IDP references the potential for bus priority along the A44 to resume, through provision of a widened carriageway incorporating bus lanes, over a relatively short stretch on approach to the Loop Farm roundabout, and beyond to Pear Tree. The constriction at the bridge can in our view readily be addressed by bus gates. We are also aware that the Corridor Study suggests a new parallel bridge structure could be provided which would allow free-flowing continuous bus priority. We would greatly prefer and strongly recommend that this is taken forward if at all possible. We would therefore welcome further work being undertaken to establish the feasibility, costs, and benefits of the alternatives to the rail crossing. Finally, we note that the Infrastructure Schedule does not specifically reference the bus lanes on a stretch of A44 between Langford Lane and the Begbroke Science Park access road, which forms an important part of the A44 Bus Priority proposals set out in the Corridor Study, and is an essential element if the necessary seamless rapid transit pathway is to be provided.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |

Proposed Submission Plan - Section 5 (Transport)

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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5368

Comments

Detailed comments are provided in relation to transport including traffic generation, modes of transport, and the Park and Ride. The proposals in Submission draft policy PR3b to remove the Park & Ride and Oxford Parkway station from the Green Belt appear to endorse/facilitate the County Council's consideration of extending the Park & Ride site at Water Eaton. This is also endorsed in supporting paragraphs 3.63 and 5.46. However, plans to extend the Water Eaton Park & Ride contradict the County Council's own preferred strategy of locating new capacity away from edge of city locations. Section 2.3 of the Oxford Park & Ride Future Strategy Development – Final Report (PR 37) sets out that: 'Morning arrivals at the Peartree, Oxford Parkway, Redbridge and Seacourt P&R sites contribute, in particular, to traffic using the three A34 interchanges to the west of the city. Removing this demand through capturing those users further from the city would have an immediate positive impact on the Kidlington Oxford operation of the A34 and other roads it intersects as vehicles using the sites would no longer need to cross it. The OTS acknowledges that future housing and employment growth within Oxfordshire is set to further exacerbate congestion on the A34, the outer Ring Road and other corridors that feed into the city, unless traffic can be captured before it reaches them. The OTS concluded that the expansion of the current city-edge P&R sites to meet forecast levels of demand would add substantially to traffic levels on already congested routes, meaning those accessing the city via P&R would encounter significant traffic delays en-route to the P&R sites at peak times.'

Changes Sought

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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| PR-C-1461 | 10/10/2017 | Deborah & Jeffrey | Wright | | | | | N |
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5277

Comments

Langford lane. At peak times traffic queues in both directions to the traffic lights at each end. The queues are often from the airport boulevard. The new Technology Park will generate an enormous amount of addition traffic. Key commuter routes including Sunderland Avenue and Banbury Road are more congested than before the £10m roundabout scheme which caused 15 months of disruption but was designed to improve traffic flows and bolster the road network ahead of thousands of new homes planned by 2031. There will also be increased pollution from traffic and housing emissions. A ridiculous suggestion to close Sandy Lane between Begbroke, Yarnton and Kidlington parishes, which forces Kidlington traffic to go via the pinch point at Yarnton or a very busy Langford lane generating even more traffic in Begbroke. We have no controlled crossing and these proposals do not provide one either. It is very difficult at times to cross the A44. The 'proposal' for a bus lane along the A44 Begbroke to Loop Farm is physically and financially impossible owing to the restrictive widths of railway and canal bridge crossings near to the Turnpike and Cassington Lane. The underpasses at Peartree Interchange would create further unsolvable problems. There would be restrictions with Project 11a (Page 167) 'cycle and pedestrian improvements along A44 between Bladon Roundabout and Peartree Roundabout', the so called 'Rapid Transit' route along the A44 – reliant on Government grants. This cannot be used to justify large scale housing development adjacent to the A44 at Yarnton and Begbroke. The infrastructure proposals are not justified, nor effective and the Plan is unsound. Begbroke Science Park Road - 01/00662/OUT - It was not permission to justify huge developments.

Changes Sought

Reasons for Participation

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| PR-C-1461 | 10/10/2017 | Deborah & Jeffrey | Wright | | | | | N |
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5279

Comments

"Stagecoach: "It has taken us longer to design these timetables than we had hoped, and we have tried to take account of our customers' aspirations, deal with the worsening traffic congestion in to and out of Oxford at busy times, to put together a robust timetable with buses turning up on time. It has become clear that outside the busy peak periods there are rather too many buses between Woodstock and Oxford. We have therefore reduced the number of buses from five to four an hour – two S3 buses and two routes 7 buses. Not very positive given overall strategy on public transport."

Changes Sought

Reasons for Participation

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| PR-C-1479 | 09/10/2017 | Hugh | Morris | | | | | N Y |
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4643

Comments

The proposed submission plan is unsound, despite the details drawing the concept is not fully thought through, not justified and not effective for the reasons given in my specific objections below. Do not believe that this proposal has been considered having regard for other proposals in the immediate area and how that will all impact in the area. It will swamp the local area. Aware of a very similar proposal for Eynsham which will create further traffic for the A40 and therefore also the A44. There is also a huge housing estate near Barton under construction. Oxford has many areas that could be developed, using brown field or green field sites. The impact on traffic on the A44 has been understated and will become unsustainable. In the morning the traffic regularly queues back from The Turnpike roundabout, using both lanes, to Begbroke, changing one of the lanes to a bus lane will extend the queue a further mile, even if it creates more bus passengers. Noted the extra traffic volume has been assessed as very small. If that is so, given its 4,000 houses planned, that must mean the existing volume of traffic is very high, and it should be recognised that any additional traffic in the rush hour will have a significant impact, which is when most of these vehicles will be on the road. The proposed train station would be a good idea but access is being limited by the traffic restrictions so it would not be used as much as has probably been assumed. There is a variety of travel problems and suggestions in the letter. The proposed development will ruin the nature of the village and it will just become an urban sprawl with no identity and will merge into Begbroke and Kidlington. The consultation refers to maintaining the character of the villages, this proposal will not, it will swamp Yarnton and Begbroke, who will probably be separated by a narrow footpath, and both will have just the canal between them and Kidlington. One of the beautiful aspects of living in Yarnton is the green belt and the surrounding countryside walks. Part of this will be destroyed by the proposed development and wildlife lost to the area. The proposed plan to build a new primary and secondary school are totally out of keeping with the character of the villages. The proposals brings little to be attractive to the existing residents, there is no gain for our side of the scales. The proposed density of the housing is also of great concern and totally out of keeping with the existing housing. Oxford could meet its own unmet housing needs by using land earmarked for business use or redevelop brown site land. Most residents who want to live in Oxford do not want to live outside the existing city boundary. This is apparently driven by Oxford housing unmet need. The plan put forward by Cherwell Council seems to be to build everything as near to Oxford as possible. The proposal is preparing Oxford to expand to encompass the local villages. In the 70's and 80's the plan then was, and largely still is, to expand Bicester, Didcot, Abingdon and Witney. That has just created traffic queues. What is needed is a solution that moves some of the employment out to these towns. Not unsupportive of appropriate developments and growth which benefit the local area. This proposal is not appropriate. Also, belatedly noticed that the councils as a group are bidding to increase Oxfordshire population by 40% over the next 20 odd years. Oxford is already an area of low unemployment and housing shortages, traffic issues regularly create issues on the A 34 and other local roads. It seems that the councils are pursuing one plan without having due regard to what the residents want. Whilst the population will increase, building more will draw in more new residents into the area. Oxford has an international brand but does any development need to concentrate everything in a narrow area. Modern innovations means that the skill and jobs could be targeted in areas where housing or redevelopment opportunities would not have a detrimental impact. That proposal would dwarf this one.

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

Proposed Submission Plan - Section 5 (Transport)

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| PR-C-1481 | 10/10/2017 | Anthony | Sanderson | | Y | Y | N | Y |
| 4645 | <p>Comments</p> <p>SA Submission Report Chapter 3 - Section 3.112 Transport. The Plan is unsound for the following reasons:A. The 4,000 plus homes will significantly worsen the traffic congestion at the Pear Tree roundabout, the Wolvercote roundabout and the Banbury Road roundabout. It is a fantasy to suggest otherwise. The A40 has already ceased to function effectively as part of a ring road and this extra traffic will cause massive delays.B. North Oxford is a poor generator of extra employment being very largely residential. Those employed from these 4,000 plus homes will for the most part have to travel round the ring road, adding significantly to other traffic congestion points. If instead they work further out from Oxford then their housing is in the wrong place, pointlessly damaging the green belt. There is no attempt in this Plan to identify where employment is growing or should grow and develop housing accordingly.C. The entire Plan is unsound because Oxford should have an accepted planned maximum population with either a new town or new villages outside Oxford created to manage the growth in population.</p> <p>Changes Sought</p> <p>To make the Local Plan sound it is necessary to abandon the building of 4,000 plus homes on the green belt as set out and to plan for extra housing either east of Oxford beyond the green belt and nearer to employment possibilities or in a completely new village outside of Oxford with good communications.</p> <p>Reasons for Participation</p> <p>I wish to discuss the poor positioning of the proposed housing for employment and the necessity of planning for an upper limit to Oxford's population with development beyond the green belt.</p> | | | | | | | |
| PR-C-1482 | 09/10/2017 | Chris | Dicks | | N | N | N | Y |
| 5457 | <p>Comments</p> <p>Transport: Sandy Lane forms part of my daily commute. The closure of it to cars will sever the link between Kidlington and Yarnton, necessitating several extra miles travel either through the congested Pear Tree interchange, or the equally congested airport road, putting unbearable pressure on these areas. This will make access to local amenities more difficult and increase traffic congestion. It is fundamentally flawed, and the proposals have not made clear its impact on existing homes and businesses on both sides of the railway line. It does not serve the stated objective of improving access between communities, but actively hinders it. This has not been thought through, and is hugely detrimental. The proposed new station is shown with a small star on the development plan. No space is actually shown for the station, car park and associated access. It will either take a significant amount of space out of the area allocated for homes, or will require land east of the railway line, outside of the red line, and would amount to further development by stealth. Indicating it as a mere star on a plan suggests that no real thought has gone into this. What guarantee is there be that Network Rail would agree to it? The loss of Sandy Lane will make it of no benefit to those east of the line. This response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Yarnton Green Belt Campaign "BYG".</p> <p>Changes Sought</p> <p>For the reasons I have given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for inspection.</p> <p>Reasons for Participation</p> <p>I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-1558 | 09/10/2017 | Helen | Newman | | N | N | N | Y |
| 4888 | <p>Comments</p> <p>Object for the following reasons: 1. The closure of Sandy Lane will divert all traffic onto the A44 and cut a vital link between the villages of Yarnton, Begbroke and Kidlington. Many elderly people or those with health issues would be physically incapable of cycling.2. According to the plans that were presented by CDC at the exhibitions held in the summer, the only way out of the new development on the Eastern side of the A44 is via the road leading from the Science Park. This is clearly inadequate on safety grounds.3. The traffic lights at this junction currently prioritise traffic entering and leaving this road. This, coupled with the sequence of lights regulating the increased flow of traffic from Langford Lane and the new development/park and ride at Woodstock would make it virtually impossible to get out onto the A44 from Begbroke and even more dangerous than it already is crossing the dual carriageway from one side of village to the other without a pedestrian crossing. The representative from CDC I spoke to made it clear that no change to the A44 was planned. 4. More traffic will be using the A44 due to the new developments. Already we have traffic diverting from the A40 which passes through Bladon and down the A44 to avoid the queue on the A40 at the Wolvercote roundabout. All this traffic, including the proposed Rapid transit buses will be caught in the bottleneck from the Turnpike pub to the Loop Farm roundabout where the road becomes single lane. Widening it not an option due to the canal and railway bridges. 5. No consideration has been given to the additional traffic generated by events at Blenheim Palace. 100,000 cars were expected at Countryfile Live this year.6. The A34 is up to capacity. Since the M40 extension it is now a major north-south route as well as being a bypass for Oxford. The road is taking much more traffic that it was ever designed for. It could not cope with the added amount of traffic that a development of this size would generate.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>She would like Begbroke and Yarnton Green Belt Campaign to represent her at the examination</p> | | | | | | | |
| PR-C-1621 | 09/10/2017 | Rufus | Nicholson | | | | N | Y |
| 5594 | <p>Comments</p> <p>The proposals to develop transport infrastructure listed in this section are vague, piecemeal and insufficient to enable 'sustainable' transport for the area involved. Alarming, there appear to be no clearly defined plans to improve the efficiency or capacity of the A44, where it is planned that the majority of this housing (2500 homes) would be built (Policy PR8/PR9). The only proposal concerning this road appears to be the attempt to divert car traffic off the route and through Kidlington before it reaches the lower stretches of the road (e.g. through Begbroke and Yarnton) (Sec.5.59). How this scheme would work is not explained, however, and it is extremely doubtful that it could be achieved because of the very high levels of congestion already experienced along the A4260 through Kidlington. This would result in the continuation of the existing traffic flows and problems along the A44, compounded later by the addition of several thousand new cars using the route due to the new housing. If, however, there were any increase in the traffic flow through Kidlington, residents would be further disadvantaged by this, given that the centre of the area is a designated AQMA zone, with no management plan currently in place to deal with this problem. Reference to the Interim Transport Assessment. Detailed comments provided on car journeys. Observations also make a mockery of CDC's claims (Sec. 5.50) that locating the proposed developments in other areas would not lead to sustainable commuting when this will not happen even when the housing is located close to Oxford. Other locations, such as Banbury and Bicester, are reasonable alternatives, and development here would arguably increase the possibility of sustainable commuting to Oxford since there are well-established bus and rail connections from these towns. The newly-built station at Oxford Parkway is perfectly positioned to link Bicester with Oxford, and its potential should be promoted and maximised for this purpose. Commuting by train (and tram where possible) is likely to become evermore important in the UK, because of the advantages it offers in terms of reliability, cost to the commuter and speed, and local authorities should be prioritising this mode of transport over piecemeal, short-term and ineffective modifications to existing road networks. The proposed improvements to road networks claimed in the Proposed Submission (e.g. remodelling the Langford Lane/A44 junction; introducing 'RT' bus services through Kidlington) will make an insignificant contribution to the present infrastructure difficulties at best. Even if these plans are implemented, they do not contribute to the requisite "joint working on cross boundary strategic priorities" necessary to make the plan effective. This is because the Oxford-Cherwell border as a whole suffers from intractable problems with the road network, particularly on the immediate approach to the Northern Oxford suburbs, which are insoluble without radical change (e.g. an underground metro system). There are well-known congestion flashpoints at the 'Sainsbury's Roundabout' in Kidlington, the Peartree Interchange and the Wolvercote and Cutteslowe roundabouts during rush hour. Detailed comments provided regarding Section 9 of the NPPF (Protecting Green Belt land).</p> <p>Changes Sought</p> <p>Proposed changes suggested on 6 points: Strategic Economic Plan; unmet housing need; SHMA; Oxford's housing capacity; apportionment; and options.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |

Proposed Submission Plan - Section 5 (Other)

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| PR-C-0145 | 30/08/2017 | Fred | Jones | | | | | | |
| 560 | Comments | | | | | | | | |
| Object to the outlined proposals. Many of the paragraphs 1-12 depict Oxford's inability to identify sites within its own boundaries (of which there are many) that could very easily accommodate additional housing without the decimation of the green belt. Some of the reasoning is nothing more than a matter of convenience to absolve the Oxford City Council from its responsibilities. The claims of enhancing green space areas across the Kidlington/Gosford/Yarnton/Begbroke area is just the opposite to what will happen should these plans be approved. How can green space be improved when houses are to be built on existing green belt and a golf course has to be relocated. The claim of strengthening Kidlington Village centre is wholly unrealistic, there is no room to do so. It is my view that these proposals provide benefit for Oxford Council only and are to the detriment of residents living in both Yarnton and Begbroke. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Pari | | | N | Y | |
| 811 | Comments | | | | | | | | |
| The proposals within the Plan are for 4400 dwellings of which 1410 are within the Parish. This represents 32% of the total allocation and would lead to a 208% increase in the number of houses within the Parish. It would lead to the removal of nearly 100Ha of land from the Green Belt, 12% of the total Green Belt in the Parish. This would result in a substantial reduction in the Green Belt at the narrowest point between Gosford and Water Eaton, Kidlington and Oxford. The impact of this level of development on the environment, community and infrastructure of the Parish will be substantial. Not convinced that the negative effects on the road network can be adequately mitigated and there is insufficient evidence that infrastructure improvements can be delivered as evidenced by recent development within Oxford City. Rather than provide additional parking for the Westgate Centre shoppers, old and new, are being advised to use the Park and Rides. There has been little thought by the City Council on the impact of additional parking on the Park and Rides, the impact when they become full (especially for special events or seasonal events) on parking in local areas and especially no thought on the increase of traffic through the villages to get to the City. This has direct implications for the Parish in terms of the Water Eaton Park and Ride and routes to/from the city centre which pass through Gosford and Water Eaton. Such problems will be further exacerbated by additional housing development within Cherwell. The proposal will lead to the substantial loss of countryside, increase the pollution to the area, impact on recreational facilities and on the landscape wildlife and historic environment. Furthermore, are not convinced that the figure of 4400 is justified or appropriate for meeting Oxford's Unmet Needs. Not convinced that the spatial strategy as put forward is the most appropriate nor will it be deliverable without major impacts on the existing community and environment. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Request that Cherwell reconsider the proposed strategy as the impact on Gosford and Water Eaton, it's community and environment is considered unacceptable. | | | | | The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision. | | | | |
| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Pari | | | N | Y | |
| 810 | Comments | | | | | | | | |
| The draft vision gives insufficient consideration to the impact of the proposals on existing communities and the environment. Whilst it sets out a vision for the new development proposed it does not refer to addressing the impacts of such development on existing residents and communities. To achieve balanced communities, the needs of the existing villages, and their villagers, need to be taken into account. In our community, local services (schools, transport, parking, medical centres) are already under strain, and cannot just deliver extra capacity for more inhabitants. A primary school already has to be extended, the lack of parking continually increases, and, at peak times, the Kidlington roundabout is very congested with commuter traffic. Travelling into and out of Oxford from our community is already very difficult due to congestion – this is noticeably worse with the new housing that has been developed in other parts of the District (e.g. Bicester) in recent years. An additional 4400 houses in Cherwell (1410 of which are in the Parish) together with further growth at Banbury, Bicester and Upper Heyford will put further pressure on the transport network through our Parish and exacerbate the problem. Additional land will be required, in some cases, to provide additional transport infrastructure whether this is road improvements, bus lane or cycleways. This will result in further development and urbanisation within the Parish and the destruction of further greenbelt/green spaces. There are already recognised air pollution problems due to traffic (as evidenced by the Air Quality Management Areas declared for the whole of Oxford and on Bicester Road). These problems will be made worse by the proposed development within and surrounding the Parish. It is difficult to see how new development on the scale proposed can “enhance and conserve the natural environment” when significant areas of countryside which is Green Belt will be lost to development. The plan as proposed allocates 3 significant sites for housing and removes 2 others from the Green Belt. This represents 12% of the Green Belt within the Parish and will significantly erode the gap between Gosford and Water Eaton, Kidlington and Oxford. In addition, the golf course, a valued historic leisure facility would also be lost. Without fully addressing the impact on local communities the Plan would not be consistent with sustainable development and the National Planning Policy Framework. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| The draft vision should recognise that meeting Oxford's needs must take account of the impact on the environment and local communities including: <ul style="list-style-type: none"> • Safeguarding the countryside from encroachment; • Loss of access to the open countryside for the urban population; • Removing an established historic leisure facility. e.g. closing the North Oxford Golf course and building houses upon that land; • Loss of 12% of the Green Belt within the narrowest gap between Gosford and Water Eaton, Kidlington and Oxford. • Removing around 110Ha of valuable agricultural land; and • Adding to the parking problems and travel congestion, rather than providing sustainable travel opportunities for the existing and new villagers. | | | | | The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision. | | | | |
| PR-C-0251 | 09/10/2017 | Antonio | Corbi | | | | N | N | N Y |
| 2041 | Comments | | | | | | | | |
| Detailed comments provided on the five purposes of the Green Belt. Plan is contrary to Policy ESD 14 of the adopted Local Plan Part 1. Paragraphs A.11, B.260 and Policy Villages 1 of the adopted Local Plan Part 1 quoted. Land can only be removed from the Green Belt if exceptional circumstances can be demonstrate. Cherwell's 12 points under exceptional circumstances quoted. Disagree that these are acceptable exceptional circumstances. Cherwell DC is irresponsible carrying out these Plans to favour the Oxford's unmet housing needs to the north of the city when the major employment centres are in the south. CDC loyalty is to their own residents and not to the residents of Oxford and in my opinion they will pay a political price for being irresponsible. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
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| Proposed Submission Plan - Section 5 (Other) | | | | | | | | |
| PR-C-0260 | 10/10/2017 | Rhian | Pye | | N | N | N | Y |
| 5559 | <p>Comments</p> <p>Land can only be removed from the Green Belt if exceptional circumstances can be demonstrated. CDC have provided twelve points (shown below) which they claim constitute the 'exceptional circumstances' needed to justify removing land surrounding Begbroke, Yarnton and Kidlington from the Oxford Green Belt. Detailed comments provided on each point.</p> <p>Changes Sought</p> <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y |
| 5573 | <p>Comments</p> <p>For this proposed development to take place requires the removal of the land from the Oxford Green Belt. Under the National Planning Policy Framework ('NPPF') the removal of land from the Green Belt requires exceptional circumstances to be proven. Detailed comments provided on the exceptional circumstances. Would however encourage a cohesive and holistic approach for Oxfordshire that sees the five districts working together to prepare their respective local plans in a manner that truly will meet the future needs of the county. This is currently fragmented with no coherence between the different plans due to substantial timing differences in their preparation. How does it make sense for one plan to be based off the housing figures from a 2014 report, while other local plans will use new calculations? The proposed new housing figure for Oxfordshire is lower and means that this requirement to work collectively becomes more important than ever. Consequently, the CDC Partial Review should be immediately stopped to allow the other districts to catch-up with their local plans and the true housing need for Oxfordshire to be identified.</p> <p>Changes Sought</p> <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | Y | |
| 913 | <p>Comments</p> <p>Although Historic England do not consider it a matter of soundness, Historic England would like to see the Vision include "that conserve or enhance the historic environment and heritage assets therein".</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0306 | 10/08/2017 | Anthony | Hall | | | | | N |
| 915 | <p>Comments</p> <p>There is nothing exceptional about need for housing - everywhere in the South East has the same problem. Oxford's inability to meet it's own needs is self-inflicted, deliberately encouraging growth thus increasing pressure on housing. Why is harm to the Cherwell Development Strategy - a local and relatively minor matter - more important than harm to the GB - a policy of national importance continually reinforced by government in word (though not in deed)? The main aim of the GB is to prevent urban sprawl which is precisely what this proposal will achieve. What has the A44 corridor got to do with this? Building on the GB so we can have more industry will cause more pressure on the GB. 8. Introducing the strawman alternative of building round Woodstock is unpalatable and says nothing about the absence of other alternatives. Strengthening Kidlington Village Centre is not a crucial objective that should override national policy. It is not justified to build on GB by claiming it provides quantity and quality of new public space and infrastructure. Finally "the ability to create a sustainable, holistic, joined-up vision for the whole of north Oxford/Kidlington/A44 corridor area" is in other words, we want the ability to do precisely what the GB is there to prevent.</p> <p>Changes Sought</p> <p>It is not a matter of rewording. The whole plan is completely unsound.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0336 | 10/10/2017 | Kevin | Bezant | | | | | |
| 5565 | <p>Comments</p> <p>Paragraph 5.17 of the proposal lists the exceptional circumstances for removal of land from the Oxford Green Belt. None of the listed reasons are exceptional. The Green Belt is permanent and this proposal goes against local and National policy. In their Summary Booklet, Cherwell point out that the removal of 253 of 8409 hectares of Green Belt is a reduction of 3%. However they fail to mention that this is in the county context. In the local context it more like a 50% reduction.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foyn | Pegasus Group On behalf of the Dorchester Group | Y | Y | N | |
| 1285 | <p>Comments</p> <p>Policy (PR13) for closely monitoring delivery, to achieve the timely production of development briefs and the consideration of planning applications, for reporting on progress and for ensuring that all the homes are delivered by 2031. The policy makes it clear that if monitoring indicates that the vision and objectives cannot be met, the Council will consider whether it wishes to ask the Secretary of State for Communities and Local Government to revoke the Partial Review under Section 25 of the Planning and Compulsory Purchase Act 2004 in the interest of releasing alternative sites that will achieve delivery by 2031".</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Section 5 (Other)

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|-----------|------------|-------|--------------|-------------------------------------------------|---|---|---|---|
| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foy | Pegasus Group On behalf of the Dorchester Group | Y | Y | N | Y |
|-----------|------------|-------|--------------|-------------------------------------------------|---|---|---|---|

1284

Comments

Money is sought to bring forward infrastructure investment to pump-prime three major development schemes: 1. Didcot Garden Town – £171m is bid for transport improvements including a Didcot Science Bridge and A4130 dual carriageway, a new river crossing at Culham and Clifton Hampden Bypass. This would support the delivery of over 22,000 homes in Didcot, Culham, Harwell and Berinsfield. Additionally up to £70m of cycle and other sustainable transport improvements are proposed for inclusion in the bid plan. 2. West Oxfordshire Garden Village – £135.4m is bid for further upgrades to the A40, building on existing schemes and based on the approved A40 Long Term Strategy including development of the Rapid Transit network and additional highway capacity on A40 transport corridor. This would support the delivery of over 10,000 homes in Witney & Carterton, and around Eynsham. 3. North of Oxford – £152m is bid for the development of Rapid Transit lines on upgraded A44 and A4260 corridors, a new Park & Ride, and strategic cycle infrastructure plus. Support is also sought for additional education requirements (as yet un-costed). This. Would support the delivery of 5,570 homes in Woodstock, Begbroke/Yarnton and the Northern Gateway. The bids submitted to the £2.3 billion Housing Infrastructure Fund are ranked as above according to the Government’s scoring method, with the guidance that the strongest bid be put first. The Oxfordshire Infrastructure Strategy, commissioned by the Growth Board, was used to identify infrastructure priorities that offered the prospect of a step-change in housing provision in a defined area. The Government will consider Oxfordshire’s bids along with those from other areas and the highest ranking schemes will go through to a second stage in Spring 2018, with final funding awards announced from Summer 2018". Consequently, the issue is whether the Oxfordshire HIF bid will be successful when considered alongside others, the outcome will not be known until the summer of 2018, this may well have implications for the delivery of the urban extensions proposed in the Cherwell Partial Review. It is noted that para 5.155 states that “The Partial Review is also supported by an infrastructure schedule for the planned development and the delivery of the 4,400 homes by 2031. This supplements the updated Infrastructure Delivery Plan (IDP) for the existing Local Plan. The delivery of infrastructure will be monitored through the Council’s Annual Monitoring Report process.” Page 9 of the Executive Summary of the Cherwell Local Plan Partial Review states that: Para xxi “The Plan seeks to ensure that the necessary housing supply will be maintained by managing planned delivery and maintaining a separate five year supply of housing sites to specifically meet Oxford’s unmet needs within Cherwell (policy PR12a). It also makes clear that applications for planning permission for development to meet Oxford’s needs that is not allocated in the Plan will not be supported unless the Council has taken a formal decision that additional land beyond that allocated is required to ensure the requisite housing supply, that the demonstrable support of the local community has been gained through pre-application consultation and subject to other criteria.”

Changes Sought

Reasons for Participation

Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale.

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|-----------|------------|-------|--------------|-------------------------------------------------|---|---|---|---|
| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foy | Pegasus Group On behalf of the Dorchester Group | Y | Y | N | Y |
|-----------|------------|-------|--------------|-------------------------------------------------|---|---|---|---|

1283

Comments

Given the high level of housing need consideration should be given to meeting these needs sooner rather than later. Dorchester Group's concerns are about the deliverability of the proposed locations. Recently Nathaniel Lichfield & Partners produced a report in November 2016 “Start to Finish - How Quickly do Large-Scale Housing Sites Deliver?” The report found that: “Large-scale sites can be an attractive proposition for plan-makers. With just one allocation of several thousand homes, a district can – at least on paper – meet a significant proportion of its housing requirement over a sustained period. Their scale means delivery of the infrastructure and local employment opportunities needed to sustain mixed communities. But large-scale sites are not a silver bullet. Their scale, complexity and (in some cases) up-front infrastructure costs means they are not always easy to kick start. And once up and running, there is a need to be realistic about how quickly they can deliver new homes. Past decades have seen too many large-scale developments failing to deliver as quickly as expected, and gaps in housing land supply have opened up as a result.” The study found that: “the planning approval period and subsequent time to first housing delivery reveals the total period increases with larger sites, with the total period being in the order of 5.3 – 6.9 years. Large sites are typically not quick to deliver; in the absence of a live planning application, they are, on average, unlikely to be contributing to five year housing land supply calculations.” Other factors need to be taken into account, the report concludes that it is not realistic to assume 100% of planning permission granted in any given location will deliver homes. There may be a number of issues for example, • supply chain constraints hindering a start; • Pre-commencement conditions take longer than anticipated to discharge; • An alternative permission is sought for the scheme after approval, perhaps when a housebuilder seeks to implement a scheme where the first permission was secured by a land promoter. Consequently, factors reflect that land promotion and housebuilding is not without its risks. In addition there are infrastructure requirements associated with large scale development on the edge of Oxford, it is noted that: The Oxfordshire Growth Board has provided unanimous support for an application to the Government’s Housing Infrastructure Fund (HIF) as part of a package of investment to deliver the transport infrastructure necessary to allow the development of new garden towns and villages across the county.

Changes Sought

Reasons for Participation

Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale.

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| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foy | Pegasus Group On behalf of the Dorchester Group | Y | Y | N | Y |
|-----------|------------|-------|--------------|-------------------------------------------------|---|---|---|---|

1282

Comments

Supports the strategy to meet the vision & objectives which prioritises the need for development to be well connected to Oxford, to be well related to the area of the district that has the strongest economic & social relationships with Oxford, which is fully integrated with the County Council’s sustainable transport policies, with the proviso that the sites actually deliver to meet housing & employment needs. If the locations do not deliver then land at Upper Heyford is well placed. It is noted that the strategy is part of a wider economic context , Oxfordshire’s Strategic Economic Plan (2016) highlights the county’s important to strategic locations in relation to London, Heathrow Airport & as a part of the UK’s Golden Triangle between Oxford, London and Cambridge. It highlights the economic potential of the Oxford – Milton Keynes- Cambridge corridor, a focus of work undertaken by the NIC. Para 5.10 states that the Council’s strategy for meeting Oxford’s unmet needs seeks to avoid undermining the strategy of the existing LP, whilst this is supported, the key issue is delivery. It is noted that the AMR published in March 2017 which covers the period April 2015 – April 2016 with a base date of 31st March 2016, indicates that the Council have a 5 year supply for the period 2016 – 2021 of 5.4yrs & for the period 2017 – 2022 of 5.6 yrs. However, the housing completions over the period 2011 – 2016 have been below that anticipated. The Cherwell LP housing requirement for the period 2011 – 2031 is 22,840 dwellings i.e. 1,142 per annum. However only in one year out of the last five has the plan delivered in excess of 1,142 dwellings. In fact against the annualised housing requirement of 5,710 dwellings only 3,477 have been built. Over the 5 years from 2011 – 2016 this shows a persistent under delivery in meeting Cherwell's housing needs to date. Using the rolling three year average Cherwell has only delivered 81% of that required in the plan. Whilst the application of the housing delivery test in the Housing White Paper has been delayed, it nevertheless must be noted that if an authority falls below 85% of the housing requirement, authorities will be expected to produce an action plan & in addition be expected to plan for a 20% buffer on their five year land supply if they have not already done so. It is noted that the strategy in the PR is to focus development on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor to Yarnton & Begbroke & up to Woodstock in West Oxfordshire. Whilst Dorchester Group support this strategy in terms of meeting Cherwell’s proportion of Oxford’s unmet needs at locations which have the strongest economic & social relationships with Oxford & are well connected to the city; should these locations fail to deliver as required, land at Upper Heyford is well placed to meet housing needs of not only Cherwell district but also needs that are failing to be met elsewhere through the Partial Review. There are long lead in times to strategic sites and whilst it is noted that Oxford’s unmet needs do not necessarily need to be met to 2021 (as stated in the Oxfordshire Growth Board), this ignores the fact that Oxford City's unmet needs are derived from the SHMA & therefore are for the period 2011- 2031.

Changes Sought

Dorchester Group whilst not directly seeking changes to the Partial Review consider that this is a challenging strategy and much rests on the deliverability of the locations identified to meet the unmet needs of Oxford. If needs fail to be met then land at Upper Heyford could play a significant role. Area of Search F provides a sustainable option to meet the unmet needs of Oxford City as it is well-related to Oxford by way of a rail connection. Area of Search F also provides the most sustainable, deliverable option to meet the needs of Cherwell in the longer-term.

Reasons for Participation

Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale.

Proposed Submission Plan - Section 5 (Other)

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| PR-C-0533 | 09/10/2017 | Mr P | Watson | Gosford Trust | Y | Y | N | Y |
| 1309 | <p>Comments</p> <p>Do not consider that the Proposed Submission Plan ('The Plan') has been positively prepared as it fails to remove from GB status a small area of land situated at Gosford Farm, Gosford, (Site plan provided) which has no justification in remaining within the GB. The Plan is therefore unsound in that it fails to address the removal of the Subject Site which forms part of Gosford Farm, Gosford despite the policies expressed in para.5.37 of Policy PR3. 2. Whilst we believe that The Plan is based on the most appropriate strategy when considered against the reasonable alternatives, we maintain that it can only be justified if it removes areas of the GB for unmet residential housing needs. Such areas are referred to in para. 5.37.2 of Policy PR3. The Subject Site at Gosford Farm has no reason to remain within the GB and could be used to meet the identified housing need. 3. We do not consider that The Plan is effective as it currently stands. Every area of the GB needs to be carefully considered for removal and the Subject Site that we are proposing to be removed has no justification in remaining as GB for those reasons set out in Section 5 below. 4. We do not consider that The Plan is consistent with the National Policy as it fails to address the purpose of the GB given that the small area of the GB (the Subject Site) that we are proposing should be removed has no justification for inclusion within the GB. 5. Paras. 5.37.4 and 5.39 of The Plan clearly state that the revised GB boundaries should be capable of enduring beyond the Plan period. We do not consider there is any planning justification in retaining the Subject Site within the GB and that its proposed continued inclusion could be overturned at a later date as being totally wrong and unjustified.</p> <p>Changes Sought</p> <p>1. It is necessary to amend the Local Plan to make it sound. 2. Our view is that to make the Local Plan sound, Policy PR3 needs to be amended as follows: ...'Policy PR7a Removal of 11.35 hectares of land as shown on inset Policy Map PR7a'.... 3. Policies Map PR7a will need to be amended on its northern extremity to show Gosford Farm, to include Gosford Farmhouse and the remainder of the land shown edged red on the attached plan. 4. This will comprise a minor amendment to "Policy PR3: The Oxford GB" and can be justified on the grounds that to retain the Subject Site within the GB would not meet the four basic purposes of GBs all as set out under Government Guidance (lists Green Belt principles). 5. The Subject Site is contained on three sides by existing development and on the fourth side by a long established and mature field boundary hedge which will be retained and enhanced.</p> <p>Reasons for Participation</p> <p>Wishes to participate at the oral Examination and consider this to be necessary so that the Inspector will be fully able to understand the justification for our proposed amendment to Policy PR7a and Policy PR7a - Proposals Map contained within the Proposed Submission Plan. 2. Acknowledges the Subject Site, comprising some 0.55 so hectares or thereabouts, hectares or thereabouts, is of minimal relevance to the Submission Plan and the Partial Review of the Cherwell Local Plan 2011 - 2031(Part One). For the reasons stated above, it is important that all areas of the GB are examined at this moment in time and we believe it is only right that the Subject Site should be excluded from falling within the boundaries of the future Oxford GB.</p> | | | | | | | |
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | N | Y | |
| 1435 | <p>Comments</p> <p>See reasons for participation</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.</p> | | | | | | | |
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | N | Y | |
| 1434 | <p>Comments</p> <p>OGBN disagrees with the justification and fundamental basis for this plan. It is founded on the assumption of a step change to historic levels of growth in Oxfordshire, amounting to more than doubling of growth in population, housing and employment. Because of this the plan suggests that the long established strategy of diverting growth away from the city of Oxford towards the country towns is no longer feasible. OGBN disagrees with this because the proposed levels of growth are unrealistic, unproven and therefore unjustified. We consider that the arguments for a strategy to divert growth away from Oxford remain as strong as ever. An essential part of that strategy is the GB, which Cherwell Council supports. However in order for the strategy to work, the GB has to be retained in its entirety. It is not a collection of land parcels that can be picked off one by one. It is inconsistent of Cherwell to support the GB and yet to seek to build on it. It is not possible for Cherwell to satisfactorily produce this review in isolation. Oxford is surrounded by four other authorities and planning needs to be coordinated strategically between all five councils. Infrastructure needs have to be planned across boundaries and certainly cannot be confined to the limited areas covered in this review. The Growth Board has not been an effective mechanism for strategic co-ordination and its analyses of spatial options to date have been simplistic. The Councils – while claiming to be cooperating – have largely acted according to their own agendas. Oxford City Council in particular has sought to promote economic growth within the city, by protecting employment sites, without any regard of the consequences of this for the surrounding Districts such as Cherwell. It appears to be part of its own strategy to expand beyond its borders into the GB, again ignoring the purpose of the GB to protect the character of the historic city. This review cannot be effective without a well founded spatial strategy for the county. We also argue that this strategy should include a commitment to retain the Green Belt in its entirety.</p> <p>Changes Sought</p> <p>The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.</p> <p>Reasons for Participation</p> <p>OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.</p> | | | | | | | |
| PR-C-0580 | 03/10/2017 | Lorna | Bennett | | | | | |
| 1467 | <p>Comments</p> <p>Is sure the figure for new employment is also grossly over estimated. There are various science parks and the like in this area and indeed, as you know, another is being built at Langford Lane. Not only does this add to the traffic problems, which the roads are totally inadequate for, but a lot of units seem to remain empty. These sort of developments, to my thinking, should be located near or have easy access to motorways etc. and should be fit for purpose.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Section 5 (Other)

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| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | N |
| 1687 | <p>Comments</p> <p>Object on these grounds:The proposals within the Plan are for 4400 dwellings of which 1410 are within the Parish. This represents 32% of the total allocation and would lead to a 108% increase in the number of houses within the Parish.The proposals would lead to the removal of nearly 100Ha of land from the Green Belt, 12% of the total Green Belt in the Parish. This would result in a substantial reduction in the Green Belt at the narrowest point between Gosford and Water Eaton, Kidlington and Oxford.The impact of this level of development on the environment, community and infrastructure of the Parish will be substantial. There is no evidence in current 'live' developments that you have been able to mitigate against the damaging impact of new development on the environment, community and infrastructure of the Parish.For example - Rather than provide additional parking for the Westgate Centre shoppers, old and new, are being advised to use the Park and Rides. There has been little thought by the City Council on the impact of additional parking on the Park and Rides, the impact when they become full (especially for special events or seasonal events) on parking in local areas and especially no thought on the increase of traffic through the villages to get to the City. This has direct implications for the Parish in terms of the Water Eaton Park and Ride and routes to/from the city centre pass through Gosford and Water Eaton. Such problems will be further exacerbated by additional housing development within Cherwell. The bus from Sainsbury's down to the Kings Arms (via the Gosford Link Road) should take approx. 5 minutes. Most evenings during rush hour this takes a minimum of 20 minutes due to excess traffic accessing the A34.The proposal will lead to the substantial loss of countryside, increase the pollution to the area, impact on recreational facilities and on the landscape wildlife and historic environment.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges a | | | | Y |
| 519 | <p>Comments</p> <p>Support. The consortium broadly supports the Vision and Objectives for North Oxford, Kidlington and the A44 particularly the aim to;• achieve a coherent, holistic and joined-up approach which prioritises the need for development to be well connected to Oxford;• relate to the area of the district with the strongest economic and social relations with Oxford;• integrate with the County Council's sustainable transport policies;• grasp the opportunities for distinctive place making;• provide a consolidated approach to green infrastructure;• achieve net gains in biodiversity; • minimise the need to travel and encourage trips by sustainable modes of transport; • protect and enhance green assets and the water environment;• make green infrastructure and biodiversity of core importance to how new development is planned; and• provide homes in locations that create a close connection between people and the city's employment areas, its universities and its services and facilities. In short, the consortium supports the strategy of meeting the need for homes as close as possible to where that need arises and in this case that means either in, or on the edge of, Oxford. In so doing this supports Oxford as the principal economic hub in the county, which provides a third of all jobs in Oxfordshire and whose ongoing success is key to the future of the county and the wider sub-region.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination. | | | | | | | |
| PR-C-0781 | 10/10/2017 | Ronan | Leydon | Vale of White Horse District Council | | | | Y |
| 5468 | <p>Comments</p> <p>Having reviewed the Proposed Submission Plan, welcome the approach taken by Cherwell District Council to deliver the agreed apportionment of un-met housing need for the district, and that this is to be delivered on sites which are demonstrably close to Oxford city.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Would welcome the opportunity to attend Examination in Public following submission of the plan to the Secretary of State, should it be required. | | | | | | | |
| PR-C-0784 | 10/10/2017 | Nick | Freer | David Lock Associates on behalf of Gallagher Estates | Y | Y | N | N |
| 2000 | <p>Comments</p> <p>Table 4 sets out the spatial strategy for the Plan and identifies 7 sites that are proposed to deliver Oxford's unmet needs. This strategy concentrates growth solely across a small number of strategic sites all closely geographically related. This rigid strategy could have severe implications for delivery of homes. Gallagher Estates considers that a range of sites will be required to meet Cherwell's own needs and Oxford's Unmet Housing needs jointly, an approach that will provide housing delivery benefits, and will offer increased variety and choice in the market.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | The addition of development on land north of Wykham Lane, Banbury (HELAA site-HELAA026) would complement the delivery of a mixed, balanced & planned community at SouthWest Banbury (Banbury 17). Banbury is the larger of Cherwell's two towns & has a significant commercial, retail, employment& housing market. The growth identified at Banbury through the Local Plan Part 1 will serve to bolster the economic & social function of the town for its residents & businesses. Additionalgrowth at Banbury will serve to support the foundations laid by the Local Plan Part 1. Pursuing a strategy that seeks a mix of sites from various sustainable locations across the District, to include growth at Oxford, but also incorporating sites in sustainable towns such as Banbury, would result in a more effective policy. Variety in location & choice of sites would also help embed choice & competition in the market as part of that strategy, assisting in the delivery of homes against the required target and compliant with NPPF. | | | | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2015 | <p>Comments</p> <p>Do not agree with these sites for the reasons previously stated. Policies PR1 to 13 would not achieve the housing requirements for Oxford City but they would destroy parts of the GB for no practical reason. For example, policy PR3 does not provide "exceptional" reasons to take the GB for development. Policy 4a identifies one of the problems with this proposal in that it would require unnecessary massive investment in some kind of infrastructure. Policy PR12b seems to suggest that further sites might be put forward?</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - Section 5 (Other)

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| PR-C-0791 | 10/10/2017 | Keiron | Ward | | | | N | Y |
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5610

Comments

Cherwell have barely attempted to demonstrate that Exceptional circumstances for release of Green Belt exist. The reasons given for rejecting alternative sites seem to be they were not in the Green Belt, or too far from Oxford to be assimilated into the City. To argue that urban sprawl into the Green Belt is justified by the fact that only the Green Belt is close enough to the City seeks to undermine the core purpose of the Green Belt. Clearly these reasons are not acceptable. The proposal for release of Green Belt land is massively surplus to requirement for the 4,000 extra housing figure it is meant to take. The density of housing proposed is far too low. Others will quote actual figures. The Plan would land from the Green Belt that will likely result in the development and assimilation of the villages North of Oxford stretching into and coalescing with Woodstock. There is no justification for taking so many parcels – would highlight the ludicrous proposal to move a 100 year old, thriving golf club a few 100 metres – when the entire proposed urban extension of Oxford could be accommodated on PR8 by using appropriate build densities. Cherwell claim that the amount of Green Belt taken is a modest 3% of the total Green Belt in Cherwell. However they seek to concentrate development where the Green Belt is at it's narrowest – the Kidlington Gap between Kidlington and Oxford. Development here will result in the coalescence of Oxford with Kidlington, Gosford and Water Eaton, Begbroke and Yarnton. Currently the built areas are separated by a few fields. Yet there is clear sense of separation and the individual villages retain their rural character.

Changes Sought

Green Belt land should not be released. The real housing need for Oxford should be assessed and validated. The Councils should cooperate to protect the Green Belt and to protect Oxford from over-development. The current draft plan should be withdrawn.

Reasons for Participation

Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation.

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| PR-C-0791 | 10/10/2017 | Linda | Ward | | | | N | Y |
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5683

Comments

Cherwell have barely attempted to demonstrate that Exceptional circumstances for release of Green Belt exist. The reasons given for rejecting alternative sites seem to be they were not in the Green Belt, or too far from Oxford to be assimilated into the City. To argue that urban sprawl into the Green Belt is justified by the fact that only the Green Belt is close enough to the City seeks to undermine the core purpose of the Green Belt. Clearly these reasons are not acceptable. The proposal for release of Green Belt land is massively surplus to requirement for the 4,000 extra housing figure it is meant to take. The density of housing proposed is far too low. Others will quote actual figures. The Plan would land from the Green Belt that will likely result in the development and assimilation of the villages North of Oxford stretching into and coalescing with Woodstock. There is no justification for taking so many parcels – would highlight the ludicrous proposal to move a 100 year old, thriving golf club a few 100 metres – when the entire proposed urban extension of Oxford could be accommodated on PR8 by using appropriate build densities. Cherwell claim that the amount of Green Belt taken is a modest 3% of the total Green Belt in Cherwell. However they seek to concentrate development where the Green Belt is at it's narrowest – the Kidlington Gap between Kidlington and Oxford. Development here will result in the coalescence of Oxford with Kidlington, Gosford and Water Eaton, Begbroke and Yarnton. Currently the built areas are separated by a few fields. Yet there is clear sense of separation and the individual villages retain their rural character.

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Reasons for Participation

Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation.

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| PR-C-0793 | 10/10/2017 | Maria-Teresa | Cobo-Losey | | | | N | N | N | Y |
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2047

Comments

Detailed comments on the 5 purposes of the Green Belt. Policy ESD 14 of the adopted Local Plan Part 1 quoted. Paragraphs A.11, B.260 and Policy Villages 1 of the adopted Local Plan Part 1 quoted. Plan is contrary to the adopted Local Plan Part 1. Land can only be removed from the Green Belt if exceptional circumstances can be demonstrate. Cherwell's 12 points under exceptional circumstances quoted. Disagree that these are exceptional circumstances. Cherwell DC is irresponsible carrying out these Plans to favour the Oxford's unmet housing needs to the north of the city when the major employment centres are in the south. CDC loyalty is to their own residents and not to the residents of Oxford and in my opinion they will pay a political price for being irresponsible.

Changes Sought

For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-0817 | 10/10/2017 | G | Davies | | | | | | |
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5663

Comments

Green Belt - The Green Belt land surrounding Oxford City was created to stop urban sprawl. The current plan effectively swallows up the local villages into Oxford City's sphere of control. The Oxford Green Belt has a tight inner boundary around the built-up area of the city and provides an open setting to the urban area of Oxford and has prevented coalescence with neighbouring towns and villages. Are we prepared to sacrifice the character of Oxford City and its surrounding villages to meet increased alleged housing needs? Encroachment into the Green Belt will also encourage the continuation of a north-south divide within the district.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|---------|--------------------|--|--|--|---|
| PR-C-0818 | 10/10/2017 | Pamela | Roberts | Bicester Green Gym | | | | N |
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5482

Comments

Protection of Green Belt as identified in the NPPF and Cherwell's Adopted Local Plan 2011-2031. The proposed development in policy PR3 and sites in the Green Belt contravene both these national and local policies. Government policy requires the GB to be permanent unless truly exceptional circumstance necessitate release of land. Oxford's Unmet Housing Need is not an exceptional circumstance and Cherwell have not provided robust evidence to contradict this. This is because Oxford's 'Unmet Need' has not yet been accurately quantified. The figure used in this submission document is based on Oxfordshire's Strategic Housing Market Assessment (SHMA) whereas the government's revised Objectively Assessed Need (OAN) calculation quantifies the housing need to be 50% less than the SHMA estimate.

Changes Sought

Reasons for Participation

The review of the Adopted Cherwell Local Plan is premature and should be suspended until Oxford City has completed its Local Plan and produced a robust figure for the number of houses that it is unable to build. The Inspector for the Local Plan Part 1 specified that a review of the Green Belt should happen but only after the unmet need is fully and accurately defined. If, after Oxford City has a Local Plan in place, Cherwell is called to co-operate with Oxford City by taking extra houses, then there are means for these to be accommodated without building on the Green Belt. Housing density could be increased on several sites in Cherwell as well as in Oxford City. Urban sites can take up to 70 houses per hectare. Higher density houses are necessarily smaller but 63% of Oxfordshire's need is for smaller units.

Proposed Submission Plan - Section 5 (Other)

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5489

Comments

Although section 5.141 recognises that infrastructure necessary to support planned developments must be provided in a timely manner, no specific reference is made the need for health promoting infrastructure, such as community facilities, walkways and cycle paths to be provided from the outset or as near to the start of the development process as possible. To maximise the behaviour change potential of new development, we strongly recommend that developers are required to provide health promoting infrastructure as soon as practicable possible.

Changes Sought

Reasons for Participation

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5033

Comments

Content relating to public rights of way and access to the countryside is supported, in particular policy 4a (Sustainable Transport), 5 (Green Infrastructure) and PR1 1(Infrastructure Delivery) as they meet the aims of the adopted OCC Rights of Way Management Plan 2015-2025. Where development sites are crossed by public rights of way this can be addressed on a site by site basis as applications come forward. The Plan provides a reasonable amount of protection and potential for enhancement and mitigation. It also has the potential to significantly increase access for non-motorised residents and visitors which is fully supported.

Changes Sought

Reasons for Participation

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5055

Comments

The attention that is given to green infrastructure (GI), landscape and biodiversity in the plan and the detailed guidance that is given to these items within the individual site allocation briefs is supported.

Changes Sought

Reasons for Participation

The multi-functional nature of GI is frequently referred to. There would be value in highlighting more specifically the role that high quality Green Infrastructure can play in the health and well-being of communities, climate change, water management and landscape design. For example: i) At para 5.67 / 5, the following requirements could be added: • integrating with sustainable urban drainage systems • creating high quality and distinctive local landscapes that can be sustained in the long term. ii) At para 5.69 the following requirements could be added: • enhancing the health and well-being of individuals and communities. iii) Policy PR5 could include the following requirements: "Applications will be expected to:- • demonstrate how green infrastructure has been designed to contribute to the future health and wellbeing of people in the locality; • demonstrate how green infrastructure has been designed to help communities adapt to future climate change." The site specific policies state "The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology) to be agreed with Cherwell District Council". It should be noted that Thames Valley Environmental Records Centre have recently issued a biodiversity metric, based on the DEFRA metric, that is specific to Oxfordshire. It would be helpful to refer to this specifically."

PR-C-0837 05/10/2017 Dr James Jocelyn N

5679

Comments

The failure of the Plan to recognize and accurately define the nature of the unmet need in Oxford undermines its contention that there is an "exceptional case" justifying removing land from the Green Belt. The Plan can only make its case by obscuring the facts contained in its own Evidence Base. National Planning and ministerial guidance have made it clear that unmet need by itself does not constitute an exceptional circumstance. Oxford's circumstances are indeed unusual, but their unusual nature is rooted in the imbalance in the housing market that has priced most local people out of the market, plus the failure of the authorities to come up with policy prescriptions to help redress this imbalance. Instead, Oxford City Council is attempting to "export" its problem by inciting the surrounding Districts to engage in a huge and unsustainable building program.

Emphasize the point that Oxford's 'unmet need' is principally for affordable housing. Addressing that need through a massive program of additional housing, purely in order to generate affordable housing as a by-product of that additional construction, is using the bluntest of instruments to address a difficult and complicated problem. It promotes unsustainable growth in market housing supply, with severe consequences for economic, social and environmental sustainability. To do this anywhere would be irresponsible; to do it on Green Belt land would be reckless indeed, as well as being in clear contravention of the national Planning Practice Guidance.

Changes Sought

Reasons for Participation

The Plan can only be made Sound by addressing the issue of sustainability - and that means addressing the issue of housing affordability in a wider context than that of new construction. This approach would deliver thousands of unnecessary market homes to Cherwell - a result that flatly contradicts the guiding principle of sustainability in National Planning Policy. The Plan can only be made Sound by recognising the whole range of data in the Evidence Base and basing action upon a reasonable interpretation of that data, rather than cherry picking and misrepresenting data in the tendentious fashion of the Plan as currently presented. It must be noted that certain documents in the Evidence Base, notably the Sustainability Appraisal, are compromised by the fact they explicitly proceed from such tendentious misrepresentations.

Proposed Submission Plan - Section 5 (Other)

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| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Mert | Y | Y | Y | Y |
|------------------|------------|--------|----------|---------------------------------------------------------------|---|---|---|---|

5017

Comments

The Tripartite strongly supports the summary of exceptional circumstances identified by Cherwell District Council as set out in paragraph 5.17 on page 66 of the Proposed Submission Plan as justifying the removal of land from the Oxford Green Belt in accordance with national policy as set out generally in the NPPF and other national guidance..In addition, the Tripartite supports the additional, more site-specific exceptional circumstances referred to in Policy PR8. This identifies some of the economic, transport, sustainability, topographical and other characteristics of the land at Begbroke that justify its allocation for the creation of a new, balanced, high quality, innovation-led, cohesive community in the Local Plan Partial Review. This is both on its own merits and when considered against reasonable alternatives, sustainability objectives and national policy in the NPPF and other documents. These include Paragraphs 83 and 84 of the NPPF, advice in Planning Practice Guidance and the Housing White Paper – ‘Fixing our broken housing market’ (2017). It has also been already established (through the adopted Cherwell Local Plan 2011-2031 Part 1) that ‘exceptional circumstances’ exist to justify a small-scale local review of the Green Belt to meet employment and expansion needs at Begbroke Science Park. See Policy ESD14: Oxford Green Belt in the Local Plan Part 1, which is supported by the Council’s Employment Land Review (2012), the Local Plan Part 2 and the report by LUC with BBP Regeneration “Small-Scale Green Belt Review Accommodating High Value Employment Needs at Kidlington/Begbroke in Cherwell District” (November 2016) which concluded that approximately 14 ha was required to accommodate about 45,000 sq. m of B class employment uses and that this would not harm the Green Belt if the Science Park was extended to the north, east and west as shown indicatively on the Policies Map accompanying Policy PR8. The Plan at Paragraph 5.17 (7) refers to the Science Park as a ‘facility of international significance and..of great importance to the local and Oxfordshire economy.’ Detailed comments on National Infrastructure Commission (NIC) provided. Although not explicitly set out in Paragraph 5.17 of the Plan, it is clear that Oxford City is unable to accommodate all of the housing it requires to meet its objectively assessed needs because of significant constraints as a consequence: of flood risk areas; heritage assets and their settings; open areas that contribute significantly to the character of the City; nature conservation assets and a tightly constrained boundary adjacent to neighbouring local authorities. It is also clear that in order to meet the significant unmet need for homes (and affordable homes) which cannot be accommodated in Oxford there needs to be proximity to the City, which continues to be a major employment generator, service centre, retail focus and hub of academic, research and other activity. This points to new homes being provided close to centres of employment, railway stations, park-and-ride facilities, Oxford Airport, existing communities, transport corridors (North Oxford/A44 corridor) in order to be sustainable, meet the community’s need for homes, offer a high quality of life, promote healthy lifestyles, facilitate access to jobs, reduce the need to travel by car and be served by community facilities and services. Access to transport modes other than the car is crucial and the North Oxford/A44 transport corridor provides this to link homes and jobs. To do otherwise would create longer distance commuting into and out of Oxford due to the Cherwell Local Plan 2011-2031 (Part 1) - Partial Review – Oxford’s Unmet Housing Need –Proposed Submission Representation Form significant employment provision in the City. This would add to greater use of the car, more vehicle miles, congestion, carbon emissions and other detrimental impacts upon the environment (e.g. reduced air quality, pollution, etc.) Although not explicitly set out in Paragraph 5.17 of the Plan, it is clear that Oxford City is unable to accommodate all of the housing it requires to meet its objectively assessed needs because of significant constraints as a consequence: of flood risk areas; heritage assets and their settings; open areas that contribute significantly to the character of the City; nature conservation assets and a tightly constrained boundary adjacent to neighbouring local authorities. It is also clear that in order to meet the significant unmet need for homes (and affordable homes) which cannot be accommodated in Oxford there needs to be proximity to the City, which continues to be a major employment generator, service centre, retail focus and hub of academic, research and other activity. This points to new homes being provided close to centres of employment, railway stations, park-and-ride facilities, Oxford Airport, existing communities, transport corridors (North Oxford/A44 corridor) in order to be sustainable, meet the community’s need for homes, offer a high quality of life, promote healthy lifestyles, facilitate access to jobs, reduce the need to travel by car and be served by community facilities and services. Access to transport modes other than the car is crucial and the North Oxford/A44 transport corridor provides this to link homes and jobs. To do otherwise would create longer distance commuting into and out of Oxford due to the Cherwell Local Plan 2011-2031 (Part 1) - Partial Review – Oxford’s Unmet Housing Need –Proposed Submission Representation Form significant employment provision in the City. This would add to greater use of the car, more vehicle miles, congestion, carbon emissions and other detrimental impacts upon the environment (e.g. reduced air quality, pollution, etc.) Land around the Science Park has the advantage of being on a key transport route (A44 premium route) with excellent opportunities to provide enhanced public transport services, park-and-ride, a rail halt, convenient cycling and footway facilities and easy access to Oxford Airport. The Science Park already generates some 500 jobs and with further expansion offers the sustainable prospect of co-locating housing and employment, which can reduce vehicle movements and commuting by private car. There is also the scope to improve facilities for existing residents in Kidlington, Begbroke and Yarnton (rail halt, community facilities, jobs) to improve the quality of life, travel options and access to facilities of those living in existing communities. In line with the Housing White Paper, the removal of land from the Green Belt will result in compensatory improvements to the environmental quality or accessibility of remaining Green Belt land, with more generous ‘green infrastructure’ contributions than can normally be secured from development as a consequence of land being released from the Green Belt. These are all ‘exceptional circumstances’ justifying the removal of land from the Green Belt to the north of Oxford/along the A44 and the allocation of land at Begbroke via Policy PR8.

Changes Sought

None except to note the elaboration of ‘exceptional circumstances’ set out.

Reasons for Participation

The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.

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|------------------|------------|------------|--------|--|---|---|---|---|
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
|------------------|------------|------------|--------|--|---|---|---|---|

5695

Comments

Reference to the Housing White Paper regarding exceptional circumstances. The lack of a formal definition of exceptional circumstances in the NPPF has resulted in some case law. Reference to case laws.

Changes Sought

For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which are additionally supported, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent at the Examination should it take place.

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|------------------|------------|-------|--------|--|--|--|--|---|
| PR-C-0850 | 10/10/2017 | Colin | Homans | | | | | N |
|------------------|------------|-------|--------|--|--|--|--|---|

5700

Comments

The Green Belt has been designated as an amenity for everyone, to prevent urban sprawl and preserve the separate identity of local towns and villages. Green Belt land should only be built upon in exceptional circumstances and should not be included in the development plan. We owe it to future generations to preserve our dwindling green spaces.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|

5321

Comments

"Paragraph 5.17 of the review document refers to ""The exceptional circumstances for the removal of land from the Oxford Green Belt"" The reasons given are largely speculative, spurious and specious and in no way offer sufficient justification for the incursion into green belt land that is being proposed. A detailed critique of each exceptional circumstance is provided. These 12 statements are posited as the central arguments for removing land from the green belt. Few of them stand up to anything above a perfunctory examination and virtually all of them are rooted in extreme speculation, nationalism and doubletalk. They do not meet anything like the level of proof required to claim exceptional circumstances required by the NPPF and consequently are not positively prepared, not justified and are unsound."

Changes Sought

Reasons for Participation

To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes.

Proposed Submission Plan - Section 5 (Other)

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|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|

5316

Comments

"There is likely to be a significant increase in private car use as a result of the increased population density. This will in turn impact on air quality, which is already an issue within Oxford city itself and some areas in north Oxfordshire. This will also potentially affect wildlife and insect life as well as the local flora."The loss of good quality farmland is also something that should not be forgotten.

Changes Sought

Reasons for Participation

To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes

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|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|

5562

Comments

Flooding - New infrastructure including roads, add to flood risk as part of urban development and there has been an increase of incidences of flooding in the Yarnton area over the past several years. The building of nearly 2000 new dwellings on open farmland can only serve to increase the likelihood of flooding in an area already prone to these events. Other Infrastructure - An increase in population will require additional services such as schools, doctors and other health facilities. There is no mention about additional health service provision.

Changes Sought

Reasons for Participation

To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes.

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|--|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | |
|------------------|------------|-----|---------|-----------------------------------|---|---|---|--|

5339

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in Figure 10 is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

Reasons for Participation

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Proposed Submission Plan - Section 5 (Other)

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|------------------|------------|-------------|--------|-------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for Englan | N | | N | Y |
|------------------|------------|-------------|--------|-------------------------------------------------------------|---|--|---|---|

5384

Comments

The overarching spatial strategy being pursued by the Council within the Local Plan Partial Review is summarised in Table 4 and Figure 10, with supporting text provided in Paras 5.1-5.18. This strategy defines the direction of the plan and sits behind each of the draft policies contained within it. The Church Commissioners for England (CCE) has reviewed this strategy and considers it to be fundamentally flawed and thus undermines the remainder of the plan. In particular, CCE objects to the concentration of development around the Kidlington /Yarnton/ Begbroke area and, as set out in our representations to Policies PR3 and PR4a, it is considered that this is not the appropriate strategy for delivering new homes and is unsustainable. The Council has not adequately considered all reasonable alternatives. CCE has submitted representations to previous iterations of the Local Plan Part 1 Partial Review including to the Options consultation and Call for Sites in January 2017. In addition, a submission was made to the NIC Call for Sites in August 2016. These representations demonstrated that Islip is in a highly sustainable location and is, therefore, a suitable location to direct additional growth. Its sustainability credentials are exemplified by the high score that it achieves in Cherwell's Village Categorisation Update (2014) – meeting seven of the eight criteria: nurse, primary school, retail service, food shop, public house, recreational facilities, village and community hall. In terms of CCE's land, the representations submitted by CCE in January 2017 demonstrate the ability to develop a 'holistic vision' for Islip by bringing forward important infrastructure in the form of a new link road around Islip, a potential new school, community facilities and shops, improved cycle links (Oxford is circa 40 minutes cycle) and a significant amount of new homes and jobs. The vision presented recognises the existing qualities of Islip and identifies potential opportunities for its long term position within the context of the Cambridge – Milton Keynes – Oxford 'growth corridor'. The key benefits of development at Islip are listed. As is apparent from the published HELAA, Islip has been overlooked to date due to its location within the Green Belt. However, as referenced in CCE's representations to Policy PR3, there is a significant gap in the Council's evidence base which has meant that a thorough exploration of the reasonable alternatives has not been undertaken. In this regard, it is considered that the lack of development directed towards Islip is a clear oversight and missed opportunity which can now be rectified through these exceptional circumstances which justify releasing land in the Green Belt. Although in Green Belt, CCE's sites in Islip are not located in any particular landscape designation, are located outside of the AONB and their release from Green Belt would not result in coalescence. Importantly, Islip is ideally located to allow for a strategic release of land which would be sustainably connected by rail to major settlements such as Oxford, Bicester and London, but that would not lead to the 'outer growth' of Oxford or merging of towns or villages. It is notable that the published HELAA assessed land parcels HELAA145 and HELAA146 within Islip as being suitable, available and achievable for circa 205 residential units. The wider site (HELAA249) submitted by CCE appears to have been marked down due to its location in the Green Belt and a perceived impact on the landscape, character and setting of the village. However, no detailed assessment has been undertaken and this has not been appropriately weighed in the planning balance with very limited consideration given to the benefits of locating development adjacent to an existing rail station on a mainline route. As a significant and sole landholder, sites within CCE's ownership could deliver development quickly at varying scales from circa 100 units on a single discreet parcel to a new settlement of circa 1,700 units. Soundness - The evidence base prepared to support the spatial strategy (as defined within Table 4 and Figure 10) is not sufficiently robust to justify the approach being progressed in the draft Local Plan. The overarching spatial strategy is therefore flawed with all proceeding policies undermined. The key issue with the strategy is the proposed over concentration of housing within a relatively small market area with known congestion issues. The Plan has failed to consider the reasonable alternatives and is unsound. The draft Plan is not Effective due to overcentration of growth in one area and is unsound. The spatial strategy for growth is flawed with significant gaps in the evidence base, a misdirected onus on the road network improvements over rail and a lack of thorough exploration of the reasonable alternatives. The Plan is not consistent with national Policy as unsound.

Changes Sought

The Council needs to reassess the overarching spatial strategy as defined within Table 4 and Figure 10. Reassessment of the proposed Green Belt release sites is required, to include Green Belt release at Islip for housing.

Reasons for Participation

Due to the complexity of the matters discussed in relation to the Spatial Strategy

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|------------------|------------|------|--------|------------------------------------------------------------|---|--|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Lt | N | | N | N | Y |
|------------------|------------|------|--------|------------------------------------------------------------|---|--|---|---|---|

5500

Comments

A2D do not consider Option A 'Kidlington & Surrounding Area' and Option B 'North & East of Kidlington' to be suitable. Growth in these areas would be inconsistent with the existing Local Plan growth strategy. CDC should have a single growth strategy, which responds to both Oxford and CDC's housing needs. Growth areas should focus on key settlements as identified in Cherwell's settlement hierarchy. Opportunities to intensify development at existing allocations should be explored. A2D notes that allocated sites identified to meet Oxford's unmet needs are set out in Table 4. These equate to exactly 4,400 units. The current proposed allocations allow for no flexibility if additional need is identified. Furthermore, it builds in no flexibility if sites are delayed in coming forward. This would put the Council at risk of departure applications, which can result in piecemeal development across the District, contrary to NPPF paragraph 17. CDC should clarify whether the number of homes identified for each allocation reflects each site's total capacity.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed.

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|------------------|------------|------|------|-------------------------------------------------------------|---|--|---|---|---|
| PR-C-1450 | 10/10/2017 | Mark | Rose | Define Planning & Design Ltd on behalf of William Davis Ltd | Y | | Y | N | Y |
|------------------|------------|------|------|-------------------------------------------------------------|---|--|---|---|---|

5204

Comments

Whilst Policy PR1 identifies the scale of Oxford's unmet housing need to be provided for in the District, the Submission Plan does not actually include a policy that clearly sets out the proposed development strategy that will be implemented in order to address that need. The Submission Plan simply jumps to the allocation of specific sites, and consequently there is no clear demonstration that the housing requirement referred to in Policy PR1, which itself should be regarded an absolute minimum, will indeed be met within the plan period. William Davis are firmly of the view that a District wide approach that reflects the development strategy embedded within the extant Part 1 Local Plan is needed to complement the release of sites from the Green Belt close to Oxford and maximise the contribution the District makes to accommodating Oxford's unmet housing needs. Moreover, as part of that strategy, Bloxham could and should accommodate further growth within the plan period, and the land to the east of South Newington Road would be an entirely appropriate site option to deliver the required housing. A detailed Transport Assessment and Flood Risk Assessment have been submitted together with a comprehensive justification for the allocation of this site within the Local Plan. For the reasons set out above, William Davis Ltd, therefore, object to Policy PR1, which is considered unsound on the basis that it:

- has not been positively prepared and does not ensure that the unmet development requirements arising in Oxford will be met within the plan period;
- is not justified in that it is not the most appropriate strategy and has not properly considered reasonable alternative strategies; and
- is inconsistent with national policy in that it does not fully reflect the Government's priorities and policies in terms of boosting the supply of housing to meet identified needs.
- is not effective in that some allocations sites cannot be delivered in their entirety within the plan period as the Submission Plan currently assumes, and the identified needs will not therefore, be met.

Changes Sought

Add a new policy that sets out the development strategy and the sites to be allocated to meet the minimum level of Oxford's unmet need identified in Policy PR1 based on a robust housing trajectory.
The strategy should provide for the allocation of a portfolio of sites at sustainable settlements, notably the Service Villages.
The sites to be allocated for residential development should include:
- Land to the East of South Newington Road to the south of Bloxham for the delivery of 150-175 dwellings.
Also refer to objection to Policy PR1.

Reasons for Participation

This matter is critical to and a key element of the development strategy that underpins the Proposed Submission Plan.

Proposed Submission Plan - Section 5 (Other)

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| PR-C-1461 | 10/10/2017 | Deborah & Jeffrey | Wright | | | | | N |
| 5280 | Comments | | | | | | | |
| "Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies and, where appropriate, acquire properties under compulsory purchase powers" (NPP)• Oxford has 300 empty properties• West Oxford around 450 empty properties• Cherwell around 1000 empty properties• South Oxfordshire empty properties 800 empty properties. • Vale do not disclose details of empty properties under the Freedom of Information Act and do not publish this information on web sites." | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1461 | 10/10/2017 | Deborah & Jeffrey | Wright | | | | | N |
| 4625 | Comments | | | | | | | |
| <p>Whilst there is a need for affordable housing in Oxford, the figures are exaggerated and not as great as suggested. New government figures suggest a lower need than claimed. Oxford has not tried hard enough to find suitable sites near or within the city. Where sites have been found, they have been dismissed on grounds of being too small, having no landowner interest or some other reason. There are suitable sites that would satisfy this unfounded need:-- The "Northern Gateway" should be housing and not industry – near to Oxford than Begbroke or Yarnton.- Although in Green belt - Frieze farm would be better for housing (near to city than Begbroke or Yarnton)- Build on North Oxford Golf course – nearer to Oxford- A planned golf course on Frieze Farm could be sited elsewhere –permitted in the green belt.- Industrial City sites reserved for employment such as Blanchford's in Headington (near to healthcare employment centres such as hospitals) and Blackwell's in Marston Street could be used by moving the business to industrial parks out of residential areas.- Southfield Golf Course could be built on to provide low cost housing –near to hospitals. This is a large site – recently permission has been granted to build on nearby land.- Playing field at Meadow lane Donnington is an ideal site. Near to transport links/employment and has Iffley Meadows and Rivermead Nature park for residents' enjoyment.- Oxford Greyhound Stadium and The Kassam stadium areas are ideal for residential development and near to a science park.- When Brookes campus relocates to Oxford – Wheatley campus would make good key worker accommodation.- Eastwyke Farm is another site with potential. Begbroke is 5.2km (3.3 miles) from 5 Mile Drive, Oxford. Other sites are within the city boundaries or nearer. It would make more sense to develop land near to the city and to areas where it is claimed housing is needed and near to employment. (Headington and Cowley). The relationship of the proposed development areas will generate housing need in this area – not Oxford. This "relationship" is more easily argued for Oxford and Littlemore Science Park as one example. Existing industrial development of Langford Locks has forever altered this stretch of the Oxford canal alongside Rushy Meadows, a group of canal-side meadows at Kidlington that have escaped agricultural improvement and are a protected habitat. Meadows such as this are a national priority for conservation and nearby development is bound to have a profound effect. Why the need for a 'cautious approach' on land outside the Green Belt at Woodstock due to the presence of international and national heritage assets? Plenty of properties near Buckingham Palace and similar sites – what is the difference? Huge costs are involved and it will attract further traffic and problems to exacerbate those existing now. There is no explanation of what is meant by strengthening Kidlington village - it is popular and satisfactory now. We have access now to wide open areas not just narrow corridors of green that will inevitably become busy. Coalescence of villages is exactly what the Green Belt is there to protect against. We believe this is just a means of exploiting the potential of land that is much easier to develop than brownfield sites and capitulating to the views of Oxford University, colleges and others that own land at the sites and the developers that wish to profit. We consider Oxford's requirements not sound or justified. They are based on old data before the implications of the EU referendum and before the latest government housing need projections. WE do not believe this review is about Oxford's unmet housing need. CDC could gain from a substantial New Homes Bonus Grant. Oxford have explored housing within their own boundaries and found easy reasons to dismiss them. They have dismissed many smaller sites in the city such as Northfield House, Sandy Lane West, Littlemore. Other sites in the county such as Bicester Sites A&G Blackthorn and Arncliffe have massive housing potential.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1473 | 10/10/2017 | Debbie | Dance | Oxford Preservation Trust | Y | N | N | Y |
| 5220 | Comments | | | | | | | |
| <p>Once established, Green Belt boundaries should only be altered in exceptional circumstances (NPPF, para. 83). OPT acknowledges that CDC has a legal duty to cooperate with neighbouring authorities; that Oxford cannot meet its housing needs from within its administrative boundary; & that consequently, a review of the Oxford Green Belt is justified in terms of seeking to meet that unmet need in sustainable locations close to the City. OPT notes also the exceptional circumstances listed at paragraph 5.17 in the Proposed Submission Plan. However, while these might be justified, regard must also be had to striking a balance between the requirement for housing & the obligation to preserve the special character of historic Oxford, one of the key components of which is its green setting and the separation between the City & surrounding towns and villages. In our view, if the Local Plan Examination eventually determines that there are exceptional circumstances sufficient to justify land being taken out of the Green Belt, then some compensation land should be provided, which provides publicly accessible green space & improves biodiversity, together with measures to ensure that this is permanent. In addition OPT would want to see higher contributions put towards enhancement of existing Green Belt & any new local areas of permanent open space as stated at NPPF Paragraph 81 "local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport & recreation; to retain & enhance landscapes, visual amenity & biodiversity; or to improve damaged & derelict land."</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | "OPT considers that there are important matters relating to the soundness of the plan that need to be discussed at the Examination and therefore wishes to reserve the right to participate at the Oral Examination. We take a forward thinking and positive approach to development, looking to influence change rather than stopping it. We are recognised as a professional and experienced voice, able to speak with conviction on matters relating to landscape, views and the impact of development on the city of Oxford and its green setting and surrounds, and are committed to ensuring that Oxford can continue to flourish and prosper, whilst protecting its historic character and setting." | | | | |

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| PR-C-1542 | 10/10/2017 | Cllr Andrew | Gant | Oxford City Council Liberal Democrat group | Y | N | N | Y |
| 4847 | Comments | | | | | | | |
| <p>The plan talks in several places about provision of balanced housing. It uses the term "affordable" in a variety of ways, sometimes in inverted commas. The plan should be clear where it means social rented housing. Specific to this point, there is reference at several places to a good balance between "affordable", market and "key worker" housing. However there is no commitment to the detail of how "key worker" housing will be provided. Planning matters such as size, density, tenure, ownership, price, qualification and other factors are simply ignored. Without them the commitment to "key worker" housing is meaningless, and the policy and associated statements cannot therefore be regarded as sound. The plan states that it will use Oxford City's percentages of housing types, and that it expects this policy to deliver balanced communities. It will not. Barton Park has delivered a large amount of much-needed and extremely welcome housing for social rent, and a slightly larger amount of market housing, currently priced at an average of £450,000. There is therefore no housing for those who do not qualify for social rent, and cannot afford the market prices. This accounts for the large majority of people in Oxford and surrounding, including "key workers" and others who represent the real housing need for Oxford. This model does not provide for them. If the plan aims to provide social rented housing, market housing, and little in-between, it should say so. The current plan does not meet its own aspiration to provide sufficient homes for those on average incomes. It cannot therefore be regarded as sound</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The plan must give more detail in planning terms of how the aspiration to house "key workers" and others on average incomes is to be met. | | | | To ensure full representation of the views and concerns of local people by their elected representatives | | | | |

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| PR-C-1615 | 10/10/2017 | Victoria | Carruthers | | | | | |
| 5528 | Comments | | | | | | | |
| <p>Objections to the proposed submission plan to build 4,400 houses in Kidlington using the identified parcels of land outlined in the Partial Review. Land will be permanently removed from the Green Belt to satisfy the development plans. Government guidance states land may be permanently retired from the 'permanently designated' Green belt in exceptional circumstances. Oxford's unmet housing need is not an exceptional circumstance. Brownfield sites in Oxford city centre have not been exhausted, the provision is way in excess of what is actually needed, and points further below that suggest the development will actually be ineffective in relieving Oxford of its unmet housing need.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Section 5 (Other)

PR-C-1615 10/10/2017 Victoria Carruthers

5567

Comments

Objections to the proposed submission plan to build 4,400 houses in Kidlington using the identified parcels of land outlined in the Partial Review. 'Cart before the horse' - there is no defined plan to provide the infrastructure required to support the 4,400 new homes. Quote from a Guardian Editorial on using the green belt for development: 'Legitimate interests have to be balanced, land well used and things such as schools, roads and open space provided for'. Taking traffic as an example, there are already serious issues with getting into Oxford from Kidlington at many times of the day. The largest parcel of land with >1,800 homes proposed is directly on either side of this main road into Oxford, which is already busting at the seams. How will this road cope with another 1,000+ cars trying to filter on to it every rush hour, along with the other thousands of new road users created by the other developments? It's an absolute disaster waiting to happen. That's even before considering the school places, GP places, dentists, water services, that will be needed from day one but not supplied, and worsening of air pollution (already in the knowledge that Oxford is one of the most polluted areas in the UK). Even if we accept development needs to happen, we can not accept that the infrastructure to give residents a minimum standard of support to live their day-to-day lives would simply not be factored in.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

PR-C-0030 31/07/2017 Mr and Mrs M F Barnard

35

Comments

Opposes the additional 4,400 Housing Development Areas - Yarnton, Begbroke & Kidlington. When do you say "enough is enough". Our green & pleasant land is diminishing through the building of houses. It will never be returned to us. Britain is / was re-known for its pubs and villages, with its beautiful countryside. Most of the pubs are now gone, built on with flats, houses and supermarkets. How much more land should be sacrificed? Villages are being expanded to more than their capacity, until they can no longer be called villages. But how far do you go before it's stopped? Green belt land is there for a good reason, and is unbelievably being challenged as if there will be no consequences. We feel it's unfair that Oxford University should have more say than the residents of these villages. All too often we hear that houses have been built on the Thames Flood Plain, and then a solution has to be found when problems arise. It will be the same for some of these areas. It is impossible not to see or be affected by the growing gridlock of traffic at peak times or when there are shows / events on at Blenheim Palace etc. now, yet alone if there were even more traffic! Is there to be yet more congestion? The transport infrastructure can never be made to cope with expansion to hold more. Local facilities will suffer. Doctors, schools, police, fire, ambulances and shops will be unable to cope. Waiting time for the doctors at present are two to three weeks, unless an emergency appointment is made. Any social housing being incorporated in these plans will bring additional crime and antisocial behaviour. Our insurance premiums will go up and our house prices will surely go down. We understand how fortunate we are to live in Yarnton ourselves, but like most people here we did pay a 'HEFTY' premium to do so. This was far from easy for us as we could barely afford it. We moved from the Headington area due to the ever growing dense housing and population. We believe the different councils should communicate and convene more with each other. The Oxford City Council has just built just 12 luxury flats on the old Northway School site. Surely with such shortage of standard houses, this site would have been ideal for 100+ houses. Could this be happening all too often? Why should the 'protected' green belt boundaries be reduced when this must be happening everywhere? Then a decision of 'exceptional circumstances' would not apply to this situation.

Changes Sought

Reasons for Participation

PR-C-0044 08/08/2017 Mrs M A Read N

53

Comments

Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.

Changes Sought

Reasons for Participation

PR-C-0045 08/08/2017 Patricia Hook N

58

Comments

Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.

Changes Sought

Reasons for Participation

PR-C-0048 07/08/2017 Mr S Beckett N

65

Comments

Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.

Changes Sought

Reasons for Participation

PR-C-0049 09/08/2017 David Meara N

70

Comments

Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.

Changes Sought

Reasons for Participation

PR-C-0050 09/08/2017 Lee Gumbrell N

75

Comments

Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0051 | 07/08/2017 | Huw | Morgan | | | | | | N |
| 80 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0052 | 06/08/2017 | Melanie | Snelling | | | | | | N |
| 85 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0053 | 08/08/2017 | Ora | Sapir | | | | | | N |
| 90 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0056 | 08/08/2017 | Mr C | Norridge | | | | | | N |
| 100 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0057 | 09/08/2017 | Philip & Rebecca | Cobden | | | | | | N |
| 105 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0058 | 06/08/2017 | Nigel | Francis | | | | | | N |
| 110 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0059 | 09/08/2017 | Fleur | Yerbury-Hodgson | | | | | | N |
| 115 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0060 | 10/08/2017 | Michele | Lodge | | | | | | N |
| 120 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0061 | 07/08/2017 | S | Hooker | | | | | | N |
| 125 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0062 | 11/08/2017 | Jane | Gould | | | | | | N |
| 130 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0063 | 12/08/2017 | K R | Fuller | | | | | | N |
| 135 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0064 | | G | Hellman | | | | | | N |
| 140 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0069 | 12/08/2017 | Shaun | Waine | | | | | | N |
| 150 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0071 | 14/08/2017 | D | Rudd | | | | | | |
| 156 | Comments | | | | | | | | |
| Objection to using Kidlington Greenbelt land. Daily walks with dog on the Green Belt areas would be a great loss of pleasure. The villages do not have the infrastructure to support this expansion without serious loss of standard of services delivered (Schools / Roads / Doctors). Traffic gridlock already very bad, which will only increase and cause increased noise and air pollution. If this is not stopped now-where will it end, not until all the countryside habitat is gone. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0072 | 14/08/2017 | M F | Fawcett | | | | | | N |
| 157 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0073 | 14/08/2017 | Mr & Mrs | Williams | | | | | | N |
| 162 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0074 | 14/08/2017 | Tony | Gregory | | | | | | N |
| 167 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0075 | 14/08/2017 | Vivienne | Brucker | | | | | | N |
| 172 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0076 | 14/08/2017 | Joan | Davies | | | | | | N |
| 177 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0077 | 10/08/2017 | Edmund | Isanski | | | | | | N |
| 182 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0078 | 14/08/2017 | Mrs E | Witchelo | | | | | | N |
| 188 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0079 | 12/08/2017 | Trevor | Elford | | | | | | N |
| 192 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0082 | 17/08/2017 | B J | Wintour | | | | | | N |
| 199 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0083 | 17/08/2017 | Mrs F M | Berry | | | | | | N |
| 204 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0084 | 17/08/2017 | Mrs M | Leach | | | | | | N |
| 208 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0085 | 17/08/2017 | Adrian | Smith | | | | | | N |
| 213 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0086 | 17/08/2017 | C & E | Rogers | | | | | | N |
| 218 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0087 | 12/08/2017 | Mrs D | Innes | | | | | | N |
| 223 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0088 | 06/08/2017 | Petr | Stepan | | | | | | N |
| 228 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0089 | 16/08/2017 | Margaret Middleditch | Middleditch | | | | | | N |
| 232 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0090 | 14/08/2017 | S | Kerry | | | | | N |
| 237 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0091 | 11/08/2017 | Mr & Mrs C | Dabney | | | | | N |
| 242 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0095 | 12/08/2017 | L | Brennan | | | | | N |
| 250 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0096 | 17/08/2017 | Mr N & Dr J | Donoghue & Broderick | | | | | N |
| 255 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0097 | 21/08/2017 | Margaret | Smith | | | | | N |
| 260 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0098 | 21/08/2017 | Michael | Clapson | | | | | N |
| 265 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0099 | 19/08/2017 | Margaret | Grain | | | | | N |
| 269 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0100 | 18/08/2017 | Kenneth | Clarke | | | | | N |
| 274 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0101 | 22/08/2017 | Mr D | Norris | | | | | N |
| 279 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0102 | 21/08/2017 | D | Burns | | | | | N |
| 283 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0103 | 14/08/2017 | Anne | Hine | | | | | N |
| 288 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0104 | 19/08/2017 | A | Wood | | | | | N |
| 293 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0105 | 19/08/2017 | B & J | Boffin | | | | | N |
| 298 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0106 | 20/08/2017 | Ellen & Dan | Fallows | | | | | N |
| 303 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0107 | 20/08/2017 | Mr Jeffrey | Lyes | | N | Y | | N |
| 309 | Comments | | | | | | | |
| It is incompatible with the Government's definition of a sound plan due to numerous deficiencies. It is non compliant with the National Planning Policy Framework (NPPF) guidelines on achieving sustainable Development. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0109 | 22/08/2017 | Liam | Robbins (& Family) | | | | | N |
| 320 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0110 | 14/08/2017 | Lisa & Mark | Smith | | | | | N |
| 325 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0111 | 21/08/2017 | Jean W S | Moir | | | | | N |
| 330 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0112 | 21/08/2017 | Ian | James | | | | | N |
| 335 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0113 | 18/08/2017 | Mr & Mrs William | Snyder | | | | | N |
| 340 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0114 | 23/08/2017 | Abby | Thomson | | | | | | N |
| 345 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0118 | 22/08/2017 | D J | White | | | | | | N |
| 353 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0119 | 30/08/2017 | Ailsa J | Allen | | | | | | N |
| 358 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0120 | 29/08/2017 | Fiona | Garratt | | | | | | N |
| 363 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0121 | 24/08/2017 | Michael | Winterbottom | | | | | | N |
| 368 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0122 | 25/08/2017 | Stella | Maidment | | | | | | N |
| 373 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0123 | 23/08/2017 | K | Palowska-Benda | | | | | | N |
| 378 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0124 | 24/08/2017 | Mrs Lauren | Wellard | | | | | | N |
| 383 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0125 | 24/08/2017 | Martin & Pamela | Palmer | | | | | | N |
| 388 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0126 | 23/08/2017 | Mrs Audrey | Archer | | | | | | N |
| 392 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0127 | 18/08/2017 | S | Byles | | N |
| 397 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0128 | 25/08/2017 | Tracey | Wyse | | N |
| 402 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0129 | 25/08/2017 | Mr A C | Bunce | | N |
| 407 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0130 | 22/08/2017 | David | Sloan | | N |
| 416 | Comments | | | | |
| Particularly object to PR1(a) and PR3. There is seemingly plenty of land on unused property in Oxford itself. If there is a need for more housing, this should be exploited first, before destroying the countryside. This decision seems to have been made on a financial basis with a number of organisations and people standing to make significant sums. The ultimate irony is destroying and building on a golf course (owned by a college in Oxford?) to then build a golf course later. It seems that the additional traffic has not been factored in to this plan, and the local infrastructure can only just cope as it is. Additional building will only bring more of the roads to a standstill. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0130 | 22/08/2017 | David | Sloan | | N |
| 412 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0131 | 25/08/2017 | Fiona | Gibson | | N |
| 417 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0131 | 10/10/2017 | Fiona | Gibson | | N |
| 2308 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0132 | 24/08/2017 | Ms M A | Harwood | | N |
| 422 | Comments | | | | |
| Reason: Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0133 | 25/08/2017 | Mrs Mary | Laina | | N |
| 427 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-0134 | 25/08/2017 | Laura | Ugolini | | | | | N |
| 432 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0135 | 23/08/2017 | Henrietta | Batchelor | | | | | N |
| 437 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0136 | 16/08/2017 | Anthony | Gladstone | | | | | N |
| 442 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0137 | 23/08/2017 | Ann | Gladstone | | | | | N |
| 527 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0138 | 24/08/2017 | Mr J M | Ward | | | | | N |
| 532 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0139 | 19/08/2017 | Anthony | Lyne | | | | | N |
| 537 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0140 | 19/08/2017 | Mrs | Evans | | | | | N |
| 542 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0141 | 23/08/2017 | Mrs G P | Savin | | | | | N |
| 547 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0142 | 30/08/2017 | Mrs Christine | Howard | | | | | N |
| 552 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0146 | 30/08/2017 | Paul | Holmes | | | | | N |
| 565 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0147 | 06/09/2017 | J | Wilson | | | | | N |
| 570 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0148 | 04/09/2017 | Mr D J A | Hamblen | | | | | N |
| 575 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0149 | 31/08/2017 | Noel | Heaven | | | | | N |
| 580 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0150 | 03/09/2017 | Christine | Brooks | | | | | N |
| 585 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0151 | 22/08/2017 | Denise | McDonagh | | | | | N |
| 590 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0152 | 22/08/2017 | A & A R | Walton | | | | | N |
| 595 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0153 | 05/09/2017 | Sally | Hope | | | | | N |
| 599 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0154 | 05/09/2017 | Bethan | Gawthorne | | | | | N |
| 604 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0155 | 05/09/2017 | Melanie | Greene | | | | | N |
| 609 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0156 | 05/09/2017 | Mr Charles Henry | Pilcher | | | | | N |
| 614 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0157 | 10/09/2017 | Mr & Mrs N | Barrett | | | | | N |
| 619 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0158 | 10/09/2017 | E M & C G | Brooks | | | | | N |
| 623 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0159 | 11/09/2017 | Mrs Jan | Lyes | | N | Y | | N |
| 447 | Comments | | | | | | | |
| It is based on out of date information and wildly optimistic assumptions, especially after Brexit. It also goes against Government policy to ensure fair distribution of economic prosperity nationwide. The 'Economy first' plan of Oxford puts economic expansion above the resulting destruction of several local communities in the cause of a 'housing need' that has yet to be proven. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0159 | 11/09/2017 | Mrs Jan | Lyes | | N | Y | | N |
| 448 | Comments | | | | | | | |
| Past experience proves that overspill-type schemes rarely go to plan or work properly. The plan is cheap social engineering with little consideration of existing communities. The latest mantra of 'affordability' and 'sustainability' has been corrupted to accommodate schemes that would otherwise have sensibly been rejected. The future of the GB is dire and makes that legislation totally unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0159 | 11/09/2017 | Mrs Jan | Lyes | | N | Y | | N |
| 628 | Comments | | | | | | | |
| The plan largely assumes that most newcomers will have easy access bus travel to Oxford via the Rapid Transit route. There is no evidence that this system will either deliver the required numbers nor be a practical solution at rush hours. For many people travel to employment in Oxford will require a further onward journey within Oxford, thereby swamping the whole bus network there. This difficulty alone will make the plan self-defeating. Without a cheap, effective, reliable and convenient public transport scheme, the linkage between homes in Kidlington and jobs in Oxford falls apart, and the 'housing need' of Oxford will not get fully addressed anyway | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0164 | | Margaret | Rockall | | | | | N |
| 630 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0165 | 14/09/2017 | Nicola & Ian | Timbrell & East | | | | | N |
| 635 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0166 | 18/09/2017 | Linda M | Tayler | | | | | N |
| 640 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0167 | 18/09/2017 | Tim | Butler | | | | | N |
| 645 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0168 | 18/09/2017 | C R | Swift | | | | | | N |
| 650 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0169 | 19/09/2017 | Mrs M | Sammons | | | | | | N |
| 655 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0172 | 20/09/2017 | David | Bevis | | | | | | N |
| 663 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0173 | 21/09/2017 | Tom | Phillips | | | | | | N |
| 668 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0174 | 19/08/2017 | Jacqueline | Bevis | | | | | | N |
| 673 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0175 | 21/09/2017 | Sue | Crisp | | | | | | N |
| 678 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0176 | 18/08/2017 | R | Aust | | | | | | N |
| 683 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0177 | 21/09/2017 | Philip | Hine | | | | | | N |
| 688 | Comments | | | | | | | | |
| Strongly object to PR1(a) to build 4,400 houses for Oxford overspill. It is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs e.g. use Northern Gateway Business Park, and the same for any other land they have. Housing comes first, especially affordable housing. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0179 | 21/09/2017 | William | Underhill | | | | | | N |
| 693 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0181 | 20/09/2017 | Kevin | Newton | | | | | | |
| 699 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0185 | 22/09/2017 | Sarah | Wood | | | | | | N |
| 710 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0186 | 25/09/2017 | Mrs K | Bartlett | | | | | | N |
| 715 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0187 | 22/09/2017 | Pauline | Steele | | | | | | N |
| 720 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0188 | | Mrs M | Cooper | | | | | | N |
| 725 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0191 | | Trevor | Langrish | | | | | | N |
| 733 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0192 | 25/09/2017 | Helen | Langrish | | | | | | N |
| 738 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0193 | 23/09/2017 | Mr & Mrs | Lodge | | | | | | N |
| 743 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0224 | 15/08/2017 | Andrew | Hadaway | | | | | | N |
| 782 | Comments | | | | | | | | |
| Objects to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. It is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet it's own needs such as building houses on it's own brown belt sites. The so-called Northern Gateway Business Project for example should be shelved and this used for housing. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0231 | 31/08/2017 | Kate | Nash | Hanwell Parish Council | | | | | |
| 798 | Comments | | | | | | | | |
| The council argues that building on the GB is the most sustainable option, but to lose GB is the very definition of unsustainability. The Council should develop on the sustainable sites it has already identified elsewhere in the district. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0231 | 31/08/2017 | Kate | Nash | Hanwell Parish Council | | | | |
| 796 | Comments | | | | | | | |
| The plan substantially overstates Oxford's total housing need and does not satisfactorily identify the amount that the Oxford might not be able to meet. Oxford is capable of accommodating all or almost all of it by switching land earmarked for business to housing instead. It is therefore premature for Cherwell to even start the process of accommodating it. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | N | Y | |
| 812 | Comments | | | | | | | |
| Concerned that the figure of 4400 homes of which 1410 (32%) are within the Parish area is not appropriately justified given the impact on the Green Belt, the environment and infrastructure. The Parish has 676 dwellings so this development will lead to a 208% increase in the number of houses. Not convinced that this level of development can be delivered with the necessary transport and other infrastructure and without detrimental impact on both existing residents and those of the new communities. The policy goes on to state that proposals will be supported if they "comply with other material Development Plan policies" and "achieve sustainable development". It is difficult to see how the proposals are consistent with some policies of the existing Development Plan, notably Policy ESD13 of the adopted Local Plan, in terms of the impact on local landscape character. By increasing visual intrusion and harming the local landscape these development proposals would be contrary to these policies. Policy ESD15 seeks to respect an area's unique built, natural and cultural context. Development on the scale proposed which will increase the number of houses within the Parish by 208% will not secure this goal. Similarly, for the reasons set out above in terms of impact on local communities and the environment the proposals would not achieve sustainable development and would not be consistent with the National Planning Policy Framework. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The scale of growth proposed at 4400 dwellings is too high and needs to be reduced to better achieve sustainable development. The Parish Council considers that any further development will lead to detrimental effects on the community and environment. However,if development has to be accepted then growth should be restricted to no more than 25% of the existing number of dwellings within the Parish. | | | | The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision. | | | | |
| PR-C-0253 | 10/10/2017 | Layla | Moran, MP | | Y | Y | N | Y |
| 1985 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| In light of the Government's consultation on its new approach to housing assessment, Cherwell DC should halt the current process and reassess its figures before continuing. If or when the process does continue, housing development on this scale is not justified on Green Belt sites around Kidlington, Yarnton and Begbroke and alternative sites in the district should be reassessed. Local residents strongly express the view that should building happen on the Green Belt, it should be a last resort, meet local need, is fully supported by infrastructure and be affordable to the community. This plan meets none of these criteria. | | | | In my role as Member of Parliament for Oxford West & Abingdon constituency, which includes Kidlington, Yarnton & Begbroke, it is my job to represent the views of my constituents at the Examination. | | | | |
| PR-C-0265 | 09/10/2017 | Ellis | Davies | | N | N | N | Y |
| 5537 | Comments | | | | | | | |
| Can't see any exceptional evidence on what basis that 4,400 homes are justified and is a proven requirement for Oxford. There is much scope for Oxford to meet its unmet demand. a) Oxford has its priorities wrong in that it is using its brown field sites for business development rather fulfilling its housing needs. b) Oxford needs to set higher densities by better, innovative and judicious use of the building plots that become available. This entails taller buildings, under-ground parking, conversion of existing low density stock and other innovative ways of achieving higher densities. There are many historical cities in Europe that have far higher densities than Cambridge or Oxford and still maintained their character and have far better infrastructure and public transportation. Cambridge city has been cited as having done more to achieve higher density than Oxford city. Even in the last few years Oxford City has failed to construct houses at greater density. There are houses recently built that are no more than two storey high when they could have easily have been much higher without any detrimental effect on views or the local ambience. C) The conversion of existing stock to make better use of land and space. There should be schemes to convert existing low rise houses to those that are taller with multiple storeys in a style such as Edwardian Mansions as seen in London and on the continent. D) There are many sites in Oxford that can be used for building housing, including Littlemore, rather than in the greenbelt. E) University of Oxford and colleges could make better use of their historic buildings for the public good rather than for the elites, which would ease the issues of Oxford needing more business building and wanting to build on the green belt for their own institutional expansion. A very high proportion of the planned development will be on Oxford University estate. They could be more innovative by building satellite or outreach places in the UK where there is a high degree of unemployment and much needed development i.e. North East of England and South Wales valleys for example. This would encourage those areas to improve with better employment prospects and encourage businesses to develop there. F) The university and the colleges could do much more with their property within the city rather than placing more buildings in prime agricultural land that is within the greenbelt. What are future generations going to think on the kind of example Oxford university is setting. G) Oxford should not be encouraging more business development on land within Oxford when it has not got the capacity to house the associated increases in the resulting population. It should prioritise fulfilling the existing housing needs before bidding for more business developments. There doesn't seem to be a coherent transport policy or a purposeful infrastructure to meet the current needs without the future needs of new developments. H) It is totally unfair that Oxford will protect its own green belt and green spaces but expects the surrounding areas to destroy their green belt and green amenities for their enhancement. This will be at the expense of sacrificing Begbroke, Yarnton and Kidlington merging them into a conurbation. i) Building within the city would reduce the need for commuting, less pollution, closer to employment and local facilities. Building in the greenbelt will mean more commuting, exporting pollution to Begbroke, Yarnton and Kidlington. Need to build more infrastructure and facilities for people to live. J) Even in the last few years Oxford City has failed to construct houses that can be more than two storeys high when it could have easily have been done. Building densities are much too low for a modern city especially when compared to European cities. K) There isn't much evidence that Oxford City supports the greenbelt. Its attitude to the greenbelt is that it is a resource to build on if it is not within the city's boundary. It expects the surrounding district to support them yet there is no evidence that Oxford supports the districts that surround it. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

PR-C-0273 29/08/2017 David & Sarah Thornhill & Ablett Y

860

Comments

Strong objection to the proposed erection of 1950 dwellings in Begbroke and 530 dwellings in Yarnton. Both Yarnton and Begbroke are dispersed settlements: infilling could ruin the character of the village while estate development would overwhelm it. The protection of Begbroke and Yarnton's visual, historic and archaeological qualities is also supported by the National Planning Policy Framework, which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Building what amounts to be the largest high density development in the area; merging the sizeable town of Kidlington with the villages of Begbroke and Yarnton will destroy the unique character of these villages entirely, with the loss of the surrounding GB areas which give the villages their identity, rather than becoming part of yet more urban sprawl. Whilst pressure from Oxford DC for the development in Cherwell DC is considerable, mainly for housing city commuters, it has been successfully resisted in similar cases by Vale of the White Horse DC re the large area of brown field land adjacent to the BMW plant, amongst other areas. The reasons for rejecting those schemes included the inadequacy of the local lanes to accommodate even small increases in traffic, and because road widening would destroy ancient field boundaries. There is concern about Cherwell DC's proposals to increase bus services in order to facilitate the proposed developments by closing one lane of the already busy dual carriageway (note: traffic surveys have been averaged over a 12 hour period, ignoring the rush hour bottlenecks that occur at the Turnpike roundabout / following bridge and roundabout on the A44 prior to Pear Tree interchange) as a dedicated bus route. As cyclists, we are increasingly aware of the poor quality of both the road surfaces in the area due to volume of traffic and poor repairs, and the badly maintained cycleways. Increasing traffic through already congested roads will not improve this, and will most likely lead to more RTA's in the area. The proposed siting of the developments are particularly ill-considered: they are on greenfield sites used by many villagers and tourists for recreation and walking dogs. Building here would both diminish the striking views available to locals and new developments would be prominent from many areas of the village. Furthermore, there is no need for this kind of 'open market' housing in the village, which has already seen several 'new' estates being built in recent years. Cherwell DC has more than five years' supply of housing land in other larger areas (Bicester, Banbury, Kidlington etc.) to meet the requirements of its emerging Local Plan's policy. The villages of Begbroke and Yarnton already have enough housing developments: the only identified need is for affordable housing for residents who work locally, as recently confirmed by your Housing Department's Housing Needs Survey. As an alternative to this proposal, we would support the construction of further housing developments for both Oxford and London commuters (making use of Oxford Parkway Station) on, or near to the proposed Northern Gateway site, or other brown field areas which could be identified within the Oxford area, rather than build on GB land merging villages in to greater conurbations.

Changes Sought

Reasons for Participation

If this proposal is to be decided by councillors, please take this as notice that we would like to speak at the meeting of the committee at which this application is expected to be decided. Please let us know as soon as possible the date of the meeting.

PR-C-0280 22/09/2017 Dr Chrisan Thakar N N N

867

Comments

Object to Policy PR1(a) to build 4,000 houses in this area for Oxford overspill. This is not a proven requirement and not justified. The impact on traffic and services would be immense. No thought appears to have been given to the significant impact on local schools and healthcare provision, both of which are already overstretched.

Changes Sought

Reasons for Participation

PR-C-0281 21/09/2017 Andrew Grimley N

870

Comments

Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution, particularly around the Kidlington Roundabout and slip road which are often congested even with the current level of housing. Schools and health services would be overstretched which would apply to both the primary schools that my children attend and the secondary school which they would attend when older. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.

Changes Sought

Reasons for Participation

PR-C-0282 16/09/2017 Deborah Davies N

871

Comments

Objects to PR1(a). This is not a proven requirement & is not justified. It is based on highly inflated estimate of housing need in the county and is unsustainable. Existing traffic problems would become much worse, traffic would grind to a halt. Schools locally are already full & cannot accommodate the numbers of pupils that would result. Health services are already overstretched & could not cope. The houses would be built primarily in Green Belt open countryside. Oxford CC has been allocating land for employment instead of housing, buildings designated for commercial use stand empty all over the city. Oxford CC is pushing its housing obligations onto surrounding areas. Oxford CC could & should do more to meet its own needs.

Changes Sought

Reasons for Participation

PR-C-0283 14/09/2017 Samantha Hayes N

872

Comments

Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.

Changes Sought

Reasons for Participation

PR-C-0284 29/08/2017 Mrs N K Wallace N

873

Comments

Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. Schools and health services would be overstretched which would apply to both the primary schools that my children attend and the secondary school which they would attend when older. Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0316 | 01/08/2017 | Sandra | Cockburn | | N |
| 927 | Comments | | | | |
| <p>Objection to Policy PR1(a) to build 4000 houses in the Kidlington and surrounding areas for the Oxford overspill. 4000 is not a justified or proven requirement. It is unsustainable. In particular, Oxford doesn't have a need to fill jobs; employment is high in Oxford. There is every chance houses in these areas will be bought up by commuters who work in the London area and who can take advantage of the railway link from Oxford Parkway. The housing developments will not support local young people who are already working in key posts in Oxford, e.g. in the hospitals, universities, and schools. They're the ones who really need help with housing. Have you any proposals for ensuring housing goes to local people in key jobs?</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0318 | 19/08/2017 | Judy | Davies | | |
| 936 | Comments | | | | |
| <p>Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill as this is not a justified or proven requirement, Oxford should meet it's own housing needs. Has lived in Kidlington for seven years and have experienced the wonderful aspects the community has to offer, including open spaces for activities such as sports and walking.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0319 | 04/09/2017 | Mrs Philippa J | Nelson | | N |
| 938 | Comments | | | | |
| <p>Strong objection on grounds that City's housing requirement has not been proven and is based on over estimated growth figures which rely on assumptions of very high growth of employment in Oxford. Oxford Council has chosen to use land for business development as opposed to providing affordable housing. As there is negligible unemployment in Oxford the job vacancies created by the new business parks will be filled by new workers from elsewhere. Surrounding council areas are expected to sacrifice their quality of life and vast areas of GB to house the new workers. The vision that 50% of houses will be 'affordable' to meet Oxford's needs is unlikely to be achieved. Oxford itself accepted just 20% affordable units in it's Templar Square development and is not going to achieve 50% affordable housing on Barton Square development. Proposed market prices for the rest of the latter development are well above the city average, inevitably driving house prices higher beyond the reach of young people and lower paid workers. Quality of life for residents of Kidlington, Yarnton and Begbroke will be impacted on immensely. Countryside, landscapes and walks will disappear. The environment will be damaged by loss of habitat and pressures on what little green space remains. There will be increased traffic congestion and air pollution, noise and light pollution. The population of Yarnton and Begbroke will increase by more than 100%. Health and education services already struggling will deteriorate even further.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0320 | 22/08/2017 | Dr Maria Carmen | Giraldez | | |
| 944 | Comments | | | | |
| <p>Vehemently against this proposal. Not a justified or proven requirement. Unsustainable and horrendously detrimental to the area and the inhabitants of Yarnton.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0323 | 20/08/2017 | Chris | Moore | | |
| 957 | Comments | | | | |
| <p>Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0344 | 02/10/2017 | Professor John | Batchelor | | N |
| 497 | Comments | | | | |
| <p>Object to Policy PR1 (a) to build 4,000 houses in an area surrounding Oxford. The new calculation of housing need demonstrates that this figure is grossly inflated. If about half of that figure were to be built (following the revised calculation of housing need in the county) those developments could be accommodated in Oxford itself, within its ring road. There is absolutely no justification for destroying the villages round Oxford in order to suit the convenience of the citizens of Oxford. Let the city of Oxford solve its own problems.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0344 | 22/08/2017 | Prof John | Batchelor | | N |
| 460 | Comments | | | | |
| <p>Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0350 | 23/09/2017 | Dr M J | Wallace | | N |
| 4986 | Comments | | | | |
| <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. This is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside would be sacrificed forever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council have been allocating land in the city for employment instead of for housing. Oxford should do more to meet its own needs.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0350 | 23/09/2017 | Dr M J | Wallace | | N |
| 466 | <p>Comments</p> <p>Object to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0393 | 29/08/2017 | Miss Ruth | Johnson | | N |
| 1029 | <p>Comments</p> <p>Objection made to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a justified or proven requirement and is unsustainable. Objection made to Policy PR3 to remove land from the Oxford Green Belt, we should not lose our Green Belt to meet Oxford's needs. The Green Belt preserves open spaces which are proven to benefit people and nature. The Government has stated that Green Belt is a permanent designation and therefore the plan is not consistent with National Policy. It is believed that the development cannot be guaranteed to provide truly affordable housing to the local community's young people and key workers, and that the vision of the council to make half of the development "affordable" will not be honoured due to previous developments failing to deliver this. An objection is also made to Policy PR11 on infrastructure because it is unsound. No costs are shown on the schedule. There is no indication of how the already congested roads will cope with the additional vehicles from these new houses and the other developments planned for the wider area. A further objection is made to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0394 | 30/08/2017 | Caroline | Johnson | | N |
| 1030 | <p>Comments</p> <p>Objection made to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a justified or proven requirement and is unsustainable. Objection made to Policy PR3 to remove land from the Oxford Green Belt, we should not lose our Green Belt to meet Oxford's needs. The Green Belt preserves open spaces which are proven to benefit people and nature. The Government has stated that Green Belt is a permanent designation and therefore the plan is not consistent with National Policy. It is believed that the development cannot be guaranteed to provide truly affordable housing to the local community's young people and key workers, and that the vision of the council to make half of the development "affordable" will not be honoured due to previous developments failing to deliver this. An objection is also made to Policy PR11 on infrastructure because it is unsound. No costs are shown on the schedule. There is no indication of how the already congested roads will cope with the additional vehicles from these new houses and the other developments planned for the wider area. A further objection is made to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0403 | 27/09/2017 | Todd | Huffman | | N |
| 1039 | <p>Comments</p> <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0405 | 11/08/2017 | Christopher | Haigh | | N |
| 1049 | <p>Comments</p> <p>Object</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0428 | 14/09/2017 | Emma | Wright | | N |
| 1083 | <p>Comments</p> <p>Objection to Policy PR1(a) for Oxford overspill. This is not a proven requirement and is not justified. Based on a highly inflated estimate of housing need in the county. Unsustainable. Traffic problems and pollution would worsen. Schools and health services would be overstretched. GB open countryside would be sacrificed for ever with walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0434 | 09/08/2017 | Alan | Nottage | | |
| 1092 | <p>Comments</p> <p>Object strongly to building 4400 houses in this area to meet the needs for Oxford's City overspill. Where are the proposals from Oxford to use their brownfield sites and tackle the problem with high numbers of existing houses that have sat empty for years! Oxford City Councils failure to meet the 50% target for affordable homes at the Westgate development is a clear indication that they are not concerned with maximising the number of places in their own developments, their intention clearly is to offload the problem to the Cherwell District.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0438 1111 | 07/10/2017 | Jim | Briden | | | | | N |
| Comments | | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside would be sacrificed for ever. Oxford City Council has been allocating land in the city for business and employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0443 3184 | 10/10/2017 | Linda | Browning | | | | | N |
| Comments | | | | | | | | |
| Recent Government's document suggest that housing need is lower. Oxford City Council should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0443 1121 | 01/10/2017 | Linda | Browning | | | | | |
| Comments | | | | | | | | |
| PR1(a) refers to the justification of building such a large amount of housing. However, from the recent report of housing needs in England, and its figures, it appears that the number previously assessed will now not be needed. Therefore the Council need to relook at their assessment of need and whether they will be able to accommodate their own need rather than expecting the county to use land which has been designated green belt land. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0449 1129 | 09/10/2017 | Lynne | Tighe | | | | | |
| Comments | | | | | | | | |
| Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. The government has recently produced a new method for calculating housing need. This indicates that the housing need is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. It is believed this proposal is unjustified and unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0454 315 | 22/08/2017 | Hilary | Lord | | | | | N |
| Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0458 491 | 06/10/2017 | Malcolm | Austen | | | | | |
| Comments | | | | | | | | |
| Objection made to Policy PR 1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. Oxford City Council have failed to provide sufficient housing or future sites within the city boundary for the needs of the residents. Also areas originally considered suitable for building within the city boundary have now been specifically excluded from development, e.g. Southfield Golf Course. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0487 5407 | 07/10/2017 | Brigadier M J F & Dr A R | Stephens | | | | | N |
| Comments | | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. A large part of Oxford's requirement is to provide affordable accommodation for the many who work in Oxford but are forced to travel considerable distances to do so. From our experiences working respectively at an Oxford college and as a part-time medical practitioner, there are many key personnel who cannot afford to live anywhere near their place of work. With the recent completion of Oxford Parkway Station, a housing development on NOGC as proposed in PR 6b is likely to attract many people who wish to commute from the Oxford area to London and other centres on that railway line. This should not be the purpose of even 250 houses on the site. It is to be hoped that affordable housing would be priced to be truly affordable to the sort of people who currently cannot live near their place of work in Oxford. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0488 1227 | 06/10/2017 | John | Pilgrim | | | | | N |
| Comments | | | | | | | | |
| Why can't Oxford meet its perceived housing needs? Oxford City has golf courses, ancient meadows and GB - jut like Kidlington. Why are Kidlington's assets of less importance than Oxford City's? Oxford City, unlike Kidlington, has a 60% under occupancy, many owned by overseas and UK investors, which are regarded as capital assets and not homes. Has this issue been considered and addressed? With the weak pound, post Brexit, property investment, especially from foreign investors, in Oxford will be even more appealing. The need for housing is based on the discredited SHMA report. Previous developments have not provided enough affordable housing and have attracted investors and people to the area who can afford these expensive properties. 'Buy-to-let landlords' have been allowed to stockpile the very properties that used to be affordable and available for first time buyers, families and young people. These landlords generally hold on to property for many years resulting in many smaller houses and flats rarely becoming available on the market to buy. Young people and families are forced to rent at high and excessive rents (no rent controls now) with no prospect of being able to buy a home. The rental market fails to offer secure long term tenancies at affordable rents forcing the young people and families to move regularly when leases expire and rents are hiked up. Many people have lost the opportunity of living in one area as part of a community and their children are obliged to move schools on a regular basis. Oxford has failed to look rigorously at potential sites for development in the City. Cherwell's vision that half the house built on the GB will be "affordable" is likely to fail. Oxford has recently agreed to developer's demands that just 20% affordable housing units will be built at Templars Square not 50% as required by Oxford's own social housing policy. Developer driven GB sites will not provide the required affordable housing. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0488 | 06/10/2017 | John | Pilgrim | | | | | N |
| 1226 | <p>Comments</p> <p>Objection to build 4,400 houses in this area for Oxford overspill. Figure based on calculations obtained from the Strategic Housing Market Assessment which has been heavily criticised, is not an independent objective assessment, and relies on assumptions of very high growth in jobs around Oxford. Current Government consultation could well show that the discredited developer driven targets are perhaps double what is needed. Proposed submission plan based on fatally flawed calculations undertake 3 years ago - pre Brexit - by non independent consultants who work for developers. Recent report in the Oxford Mail states:- "A new Government method for calculating housing need has revealed the county, which had been planning for 100,000 homes over the next 20 years, actually needs to build around 68,000". Each district's required need has been reduced. To quote Oxford West and Abingdon MP Layla Moran said: "These figures prove what I and others have been saying for years: that the SHMA figures have always been way out of kilter with both need and deliverability. I hope, off the back of this report, all councils will look again at their housing allocations, especially any sites on Green Belt land, and adjust accordingly. Serious existing traffic problems will get much worse - there are no plans to improve local road network - plan relies wholly on people using public transport cycling or walking. Schools and health services will be even more stretched when already experiencing recruitment difficulties. GB will be sacrificed. Countryside walks and views will be lost. Natural habitats will be destroyed. Quality of life in Kidlington will suffer, air, noise and light pollution will increase. With low unemployment building of extra developments and creation of jobs is not need for Oxford and Kidlington. Alternative solutions are: • The fire station should be relocated into the Northern Gateway area and the land in Rewley Road within the city released for affordable housing for families and young people to purchase or for shared ownership. • Why, following the introduction of more park and ride car parks, isn't the Peartree site redeveloped for affordable housing? This site is contiguous with residential development forming part of the proposed Northern Gateway development. • Land allocated for business and retail use in the 'Northern Gateway' site should be used for residential development. Business and retail development should be located in the north of the UK in areas of high unemployment where it is needed - where the existing local population needs jobs. The Northern Gateway land allocated for commercial use could be better used for residential purposes and is contiguous with Oxford's built-up area. • Has the land at Southfield Golf course been considered as a potential site for "affordable housing" in the centre of Oxford? If not, why not? Oxford should do more to meet its own needs.</p> | | | | | | | |

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| PR-C-0497 | 08/10/2017 | Philip | Towler | | | | | N | N | N |
| 1183 | <p>Comments</p> <p>4,400 houses is neither a justified nor a proven requirement. Moreover, it is unsustainable. Oxford's total overspill housing target is based on a discredited 'Strategic Housing Market Assessment' (SHMA) which was neither prepared by a truly independent organisation nor subjected to proper critical assessment by CDC – to the great detriment of Cherwell residents. New Government guidance shows that the former basis for assessing housing needs is fundamentally flawed. In view of this, CDC should insist on a comprehensive review of the SHMA. In the words of Oxford West and Abingdon MP, Layla Moran, "These figures prove what I and others have been saying for years: that the SHMA figures have always been way out of kilter with both need and deliverability. I hope off the back of this report all councils will look again at their housing allocations, especially any sites on GB land, and adjust accordingly." Recent public comments by the CDC Leader Barry Wood have simply brushed this aside, claiming that any revised approach required by the Government will "come too late" for the present Local Plan. He also suggested that the new methodology could lead to an assessment for greater housing need! Initial calculations suggest that Oxford City's own housing need may be as little as half that of the existing SHMA. If the basis for the proposed additional housing is now considered at the highest level to be incorrect, then CDC should have proper regard to that – not plough on regardless. It is expected that the new methodology may come into effect as soon as March 2018. A pause for review of Oxford's true housing needs is therefore essential. Once the local environment is damaged, it will never be restored? Oxford City Council (OCC) has neglected to provide adequately for its own housing needs over many years, and is now simply demanding that neighbouring District Councils shoulder the vast majority of the burden of making up its shortfall. OCC has consistently chosen to use land for business development, rather than allocating it for housing of e.g. key workers. There is no satisfactory explanation why CDC simply capitulated to OCC's demands in this respect. Instead, CDC should have (and should still) demand to see (and be allowed to critically assess) the basis for OCC's claims that it has room for only a few new homes – including evidence that all possible brownfield sites in the city have been properly and independently assessed. OCC has not even finalised a Local Plan, which throws into further doubt the basis for OCC's housing demands. If OCC has not yet properly established how many homes it can build, then CDC certainly does not know what Oxford's 'unmet housing need' is. There can be no doubt that Oxford would be capable of accommodating all or most of its housing need if it stopped reserving its spare land for commercial use and instead designated it for housing.</p> | | | | | | | | | |

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| PR-C-0499 | 30/09/2017 | Alan | Oliver | | | | | | N | N |
| 1190 | <p>Comments</p> <p>4. NOGC is a biodiverse landscape. Containing different tree species & 55 recorded bird species & pond life. The NPPF states this is important for health & wellbeing. It is much valued by locals. Land N of Cutteslowe Park is also important in this respect, changing the open nature the Parks. It is a well used facility. 5. The development will put further pressures on transport & other infrastructures. Seemingly funding bids for infrastructure are being made to cater for growth, but funding has not been secured. Growth shouldn't be approved until infrastructure can be provided & it's demonstrated that any proposed measures will be effective. Traffic in the N Oxford area is already severe. Work on the 2 roundabouts hasn't improved this. More housing will add to congestion & air pollution. Oxford has good public transport provision, but not all who work/live locally will use this. Increased housing & employment levels will add to congestion with its health implications. It will reduce Oxfords' attractiveness as a business location & place to live. Putting more housing & employment in this area cannot be viewed as sustainable. There are also severe existing pressures on other services including health and education.</p> | | | | | | | | | |

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The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Kidlington Gap retained.

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| PR-C-0499 | 30/09/2017 | Alan | Oliver | | | | | | N | N |
| 1189 | <p>Comments</p> <p>1. The sites are on Oxford GB. GB's remain Govt. policy. Land between N Oxford & Kidlington is unique as it fully accords with the 5 GB purposes as per para 80 of the NPPF. GB's are designated to manage the location of new development, they would not exist were there not pressure to develop on them. Such pressures cannot be considered exceptional circumstances. As per para 84 of the NPPF there's no evidence of alternatives being considered i.e.. using allocated, undeveloped employment land in Oxford for housing & promoting employment growth outside Oxford, creating a better balance between where people live & work. Have the LA's co-operated in looking at alternatives? This land being GB also complies with para 81 of the NPPF. It is used for sport & recreation, is biodiverse & visually pleasing. 2. The identified housing needs rely on an outdated study which has never been independently assessed. Revised Govt. figures indicate a reduced requirement. It now seems there is no need to build on GB. Even if there is a need on this scale, it is a poor location to meet Oxford's needs, being adjacent to a London commuter rail line & in the expensive part of Oxford. The private housing will likely attract London commuters & wont provide affordable homes for people with jobs in Oxford. It is evident that many house buyers in N Oxford are those moving from London & continuing to work there. 3. Unsound in allocating NOGC for housing & not taking into account NPPF para 74. Understand NOGC weren't involved in discussions prior to this. NPPF Para 74 says existing sports facilities shouldn't be built on unless it assessed as surplus to requirements or replaced by equivalent or better provision. No such assessment has been made. NOGC, a well established & thriving club with 475 members & 3000 visitors p.a. Its clubhouse is used by the wider community. As a flat course, it is especially suitable for seniors. NOGC is needed. It is not sound practice to propose allocating land for housing & to carry out a retrospective assessment of the need for a golf course. We need this space for the health & wellbeing of locals. The land at Frieze Farm as a replacement GC, appears to be an afterthought. It is too small. Building a new GC on a similar sized site to NOGC would cause H & S issues unless mature trees were in all the right places. No indication shown on how it could be financed or developed. Apparently the landowners have stated to NOGC that they have no intention of providing another GC or providing the level of funds that would be needed. The mature landscape central to the current GC couldn't be replace in reasonable time & therefore the 2nd criterion of para 74 cannot be met.</p> | | | | | | | | | |

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The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Killington Gap retained.

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0500 | 30/09/2017 | Gill | Oliver | | N | N | | |
| 1191 | <p>Comments</p> <p>1. The sites are in the Oxford GB. GBs remain Government policy. The Kidlington Gap land is in GB and fully meets all 5 of the purposes of GB set out in para. 80 of the NPPF. GB's are designed to manage the location of new development and would not exist were there not pressure to develop within them. The existence of such pressures cannot therefore be considered exceptional circumstances. There is no evidence (as per para 84 National Planning Policy Framework) that serious consideration and cooperation by local authorities has been given to alternatives such as using allocated and underdeveloped employment land in Oxford for housing and promoting employment growth outside Oxford to create a better balance between where people live and work. This land is also used positively for outdoor sport, recreations and has value for biodiversity and visual amenity. 2. The identified need is based on an outdated study and revised Government figures indicate a much reduced requirement. This is a poor location to meet Oxford's needs as it is adjacent to a commuter rail line to London and in the most expensive part of Oxford for housing. Therefore will likely cater for London commuters rather than provide the required affordable housing. 3. Para. 74 of the National Planning Policy Framework says that existing sports facilities should not be built on unless an assessment is undertaken showing it is surplus to requirements of replaced by equivalent or better provision. No such assessment as been made. It is understood that the Golf Club were not involved in discussions prior to the allocation. The Golf Club is well established, thriving club whose facilities are also used by the wider community. As a flat course it is particularly suitable for senior members. This facility is clearly needed for the health and well-being of residents. The allocated land at Frieze Farm as a replacement golf course is seemingly an afterthought with no indication of how it could be developed or financed. The mature landscape central to the current course could not be replaced within a reasonable timescale. This creates major health and safety issues and does not meet the second criterion of Para 74. 4. The golf course is valuable in terms of biodiversity and landscape, containing 25 different tree species and 55 regularly records bird species as well as pond life. There would also be a negative impact on the open nature of the land to the north of Cutteslowe Park. 5. Further pressures will be put on transport and other infrastructures. No funding has been secured for further infrastructure and growth should not be approved until it can be demonstrated that any proposed measures will be effective. It has been reported that the recent works on the 2 roundabouts have not improved queue times. More housing will add to congestion and air pollution, put pressure on health and education services, as well as reduce the attractiveness of Oxford. It is difficult to understand that putting more housing and employment in this area can be viewed as sustainable.</p> <p>Changes Sought</p> <p>Housing allocations in Kidlington Gap should be removed from the Plan and GP designation of Kidlington Gap retained.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0505 | 08/10/2017 | Charlotte | Christie | | | | | |
| 1199 | <p>Comments</p> <p>Wish to object to Policy PR1 (a) to build 4,400 houses on this area. Congestion and pollution caused by traffic around Oxford is notorious and none of the recent works have alleviated it. Adding this number of houses will only increase the strain on local access points and destroy natural habitats. This development is likely to attract purchasers looking for 'executive homes' from which to commute to London. It is wasteful to sacrifice land for 'Low density' which means 'expensive houses'. This is not what is needed. These will not be affordable for local people and the council should be working with Oxford City to find sites within the ring road for affordable family housing rather than being used for business purposes.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0506 | 07/10/2017 | David | Blowers | | | | | N |
| 1202 | <p>Comments</p> <p>Objection as 4,400 houses in this area for Oxford overspill is not a proven requirement and not justified. Based on highly inflated estimate of need. Unsustainable. Would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. GB would be sacrificed for ever with walks and views lost. Natural habitats and wildlife would be destroyed. The countryside is important for wellbeing. The growth paradigm fuelling such irrevocable decisions will leave finite resources depleted - this is illogical. Oxford City Council has been allocating land for employment instead of housing. It has ignored the impact on surrounding Districts and failed in it's duty to cooperate. It should do more to meet it's own needs.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0507 | 08/10/2017 | Bridget | Atkins | | | | | N |
| 1207 | <p>Comments</p> <p>Objection to building 4,400 houses in Cherwell area for Oxford overspill. This is not justified or a proven requirement. It is unsustainable. Very few of the houses will be affordable for the local population. The traffic is already at saturation point. Even with any re-organisation of the road system, there is no getting round the fact that there will be far more cars on the road and the system will seize up. There is no doubt that the health services would be far too overstretched. - the JR is already struggling to cope with the current population. Health services will deteriorate further. Objection to removing land from GB. The GB is specifically for leisure, recreation, wildlife and if built on is irreversibly ruined for future generations. Reducing it's size has many long term effects on health, wellbeing, climate and local ecologies that often take a while to be apparent but are cumulative. GB has been designated by this conservative government as permanent. Unmet housing needs are not a reason to build on it. The plan is ineffective and not consistent with national policy. Oxford City Council should do more to meet Oxford needs.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0509 | 06/10/2017 | Laura, John & Benito | Wainwright | | | | | |
| 1211 | <p>Comments</p> <p>Objection as the case for 4400 homes to meet Oxford's housing needs is totally unproven. Wildly exaggerated figure being drawn up from Strategic Housing Management Assessment by property consultant closely connected to the development sector and so was far in excess of previous estimates. Figure now further discredited by new government figures for local housing needs which almost halves previous estimate. Therefore proposal to build almost 4000 homes in the GB around Kidlington, Begbroke and Yarnton is not justified and should be abandoned.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0510 | 08/10/2017 | Rachel | Walton | | | | | N |
| 1216 | <p>Comments</p> <p>Objection as 4,440 extra homes in Cherwell are not justified to meet Oxford's unmet housing need. This was calculated using Strategic Housing Market Assessment 2014 which is now outdated as it used predictions based on pre-Brexit data, now not truly reflective of future growth in Oxford. New Government method for calculating housing need suggest this is too high and could even be halved. It is therefore unsound for Cherwell to go forward while these figures are in doubt. The Local Plan needs to be put on hold pending the outcome of the Governments Right Homes in Right Places white paper consultation. An extra 4,400 house north of Oxford city will worsen the already chronic traffic problems and increase pollution. It is well documented that the A4260, A44 and A34 are regularly gridlocked north of Oxford during rush hour. More housing will lead to more commuters travelling to Oxford and probably London due to the Oxford Parkway train service. Kidlington by bus in rush hour already takes 45 minutes on buses that full before they have even left Kidlington. Local Schools and health services will be even more stretched. Oxford City should do more to meet its own housing needs by seeking to develop land within it's own boundaries and prioritising residential development before creating new business and employment opportunities. Unemployment is relatively low in Oxfordshire compared to the need for affordable housing. It is unjustifiable to build homes in neighbouring Councils if Oxford City hasn't fully exploited its own land.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0518 | 25/09/2017 | Zoe | Christodoulou | | | | N |
| 1236 | Comments | | | | | | |
| <p>Objects to PR1(a), it is unjustified & unproven. The most recent Govt. calculations have nearly halved the number of houses the City needs (Planning for homes consultation, 14/09/17). This may be further reduced in the coming years, as it is likely Brexit will lead to a significant number of EU nationals returning home. This should be put on hold until the outcome of this is known. Oxford City Council (OCC) must, & can do more to increase the number of houses they build within the city boundaries. Lack of housing in the City is their problem, which they continue to exacerbate, by encouraging business development. Sites such as the Northern gateway & expanding Oxford Science Park, increase employee numbers working in the City, yet OCC know there is not enough housing. These sites should be solely housing developments (with appropriate facilities) to meet the current need. Until they can provide housing within the City, they must be prevented from large scale business growth. The student population is an issue and student numbers must be restricted & the Universities encouraged to build more accommodation to alleviate the private sector. OCC could do more to use brownfield sites & increase the density of housing. Many residential areas of the City have been altered due to the large number of HMOs. Higher density housing of studio & small apartments (in higher blocks) would be most useful in Oxford, especially as the area has a high transient population working on short term contracts in the universities. The City are against higher blocks because of the "dreaming spires", but if they are not prepared to lose their view, why should we have to lose our rural view just for their benefit? Your plan document states: "3.7 The first Oxfordshire Structure Plan was approved by the then Secretary for State for the Environment in 1979. The Secretary of State endorsed the need for a GB of about 6.5 to 10 km wide & expressed the view that the growth of Oxford should not be allowed to continue indefinitely. 3.8 A similar view was stated when the Secretary of State approved alterations to the Structure Plan in 1987: "...The unique historic character of Oxford & its setting in its natural environment should be conserved & protected, &...the growth of the City should not continue indefinitely...there is now only very limited scope for further development in & around Oxford" (Central Oxfordshire Local Plan, 1992)." Clearly, allowing for the development of sites PR6a & b & PR7a & b, will contravene this, as they directly adjoin the City. This land grab by OCC will forever remove the village status & atmosphere of Kidlington, Yarnton & Begbroke, & we will become another suburb of Oxford.</p> | | | | | | | |

Changes Sought

Reasons for Participation

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| PR-C-0519 | 25/09/2017 | Sian | Robbins | | | | N | N |
| 1242 | Comments | | | | | | | |
| <p>Object to PR1(a) in connection with the proposal to build 4,400 homes in the GB on the grounds that it is not a justified or proven requirement. New Govt. methods for calculating housing need indicates that 30% fewer houses are required in Oxfordshire than previously forecast. Thus the basis used for Cherwell's & Oxford City's housing requirements are no longer valid. Less land will be required to accommodate development. There are no exceptional circumstances to warrant the release of land from the GB. Without prejudice to the above point, any proposals by Cherwell to release land from the GB to meet Oxford's needs are premature & unjustified given that Oxford City is in the process of reviewing its LP & has not yet determined how much housing development can be accommodated on land within the City's boundaries.</p> | | | | | | | | |
| Changes Sought | | | | | | | Reasons for Participation | |
| Delete PR6a housing allocation on land to the east of Oxford Road. Delete PR6b housing allocation on land west of Oxford Road. Delete PR7a housing allocation on land south east of Kidlington. nDelete PR7b housing allocation on land at Stratfield Farm. Delete PR8 housing allocation on land east of the A44 | | | | | | | | |

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| PR-C-0522 | 07/10/2017 | Richard | Payne | | | | | N |
| 1267 | Comments | | | | | | | |
| <p>Objection to policy PR1(a) to build 4400 new houses in this area. While there it may be a need for some limited building the 4400 is not a justified or proven requirement, indeed it would be unsustainable for this area. Additionally the Government is reassessing the housing needs for the country with the result due early to mid 2018. No decision about the amount of building needed in the Kidlington area should be made until this information is available.</p> | | | | | | | | |
| Changes Sought | | | | | | | Reasons for Participation | |

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| PR-C-0536 | 06/10/2017 | Judith | Haverty | | | | | |
| 1316 | Comments | | | | | | | |
| <p>Objection to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and not an appropriate strategy. Government has recently produced a new method for calculating housing need indicating a much lower 'housing need' than indicated by the SHMA. This needs to be assessed and adjusted accordingly. Proposal is unjustified and unsustainable.</p> | | | | | | | | |
| Changes Sought | | | | | | | Reasons for Participation | |

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| PR-C-0537 | 06/10/2017 | Joan | Tossell | | | | | N |
| 1327 | Comments | | | | | | | |
| <p>Building 4,400 houses in Kidlington and the surrounding area for Oxford's overspill is not a proven requirement and therefore not justified. It is based on an outdated, suspect and highly inflated estimate which recent Government figures have disproved. Their new targets could be met by policies attracting the already resident unemployed job seekers in the county and by utilising unoccupied dwellings in the city. Furthermore any housing need in the city could be met by allocating land to high density low-cost housing rather than retail, commercial and low density high-cost housing. By continuing to follow the latter course, the city has failed in its duty to cooperate because it has ignored the potential unsustainable impact of its policies on surrounding councils. Now is the time to halt the Northern Gateway plans and use the land more appropriately.</p> | | | | | | | | |
| Changes Sought | | | | | | | Reasons for Participation | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0543 | 03/10/2017 | Lynn | Pilgrim | | |
| 1342 | Comments | | | | |
| <p>Strong objection to build 4,400 houses in the Kidlington area for Oxford overspill. 4,400 houses north of the city is not sustainable and will mean that: • Current appalling traffic problems will increase • schools/health services will be even more stretched • open countryside in the GB will be sacrificed • countryside walks/views will be lost • natural habitats will be destroyed • quality of life will suffer, air, noise and light pollution will increase. The 4,400 figure is based on heavily criticised dubious calculations, and has recently been revised. The figures rely on assumptions of very high growth in jobs around Oxford requiring many people to move into the county. What gives Oxford City Council (OCC) the right to allocate Oxfords 'perceived' housing needs in Cherwell District Council (CDC) and in particular Kidlington? Oxford and Kidlington are areas of high employment and low unemployment – extra developments and creation of jobs are not needed. Much land that is proposed for the creation of new jobs is owned by landowners with a vested interest. Alternative solutions- • Fire station should be relocated into the Northern Gateway area and land in Rewley Road within the city released for affordable housing for families and young people to purchase/shared ownership. • Following the introduction of more park and ride car parks, Peartree site should be redeveloped for affordable housing. This site is contiguous with residential development forming part of the proposed Northern Gateway development. • Land allocated for business/retail use in the 'Northern Gateway' site should be used for residential development. It appears that, greed/money are fuelling the proposals for development in the Oxford/Kidlington area– it is nothing to do with the needs of the communities of OCC and CDC. Why can't Oxford meet its perceived housing needs? Oxford City has golf courses, ancient meadows and GB – just like Kidlington. Why are Kidlington's assets of less importance than Oxford City's? Oxford City, unlike Kidlington, has a 60% under occupancy – with significant numbers of empty, unoccupied houses in Oxford many owned by overseas and UK investors, regarded as capital assets, not homes where people should live. Has this issue been considered/addressed before allocating developer friendly and more profitable greenfield sites for development? With the weak pound, post Brexit, property investment, especially from foreign investors, in Oxford will be even more appealing. The 'need' for housing is based on the discredited SHMA report, which relies on assumptions of very high growth in jobs around Oxford, an area of low unemployment. New jobs would require many people to move into the county. This makes no sense and will only make the housing shortage worse. The SHMA is fatally flawed. It was undertaken over 3 years ago – pre Brexit -by non independent consultants who also work for developers. The SMHA has not been the subject of consultation with residents nor challenged or questioned by the local councils. It is based on the false/spurious assumption that thousands of new jobs are required locally for people in the area. This is an incorrect assumption and due to high employment levels in Oxfordshire it is inevitable that people will have to move to the area to fill these jobs. Proposals will not help the shortage of housing for local people in Kidlington/Oxford. How can it be assumed/guaranteed that people who buy/rent these houses will be working in newly created jobs and not buy to let investors serving London commuters?</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0544 | 02/10/2017 | Malcolm P | Hookman | | |
| 1348 | Comments | | | | |
| <p>I object to POLICY PR1(a), it is not a justified or proven requirement, or sustainable.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0547 | 09/10/2017 | Hilary | Fletcher | | N |
| 1354 | Comments | | | | |
| <p>Objects to building 4,400 houses to satisfy Oxford 'unmet housing need'. Oxfords LP has not yet been prepared so CDC's allocation of homes is premature and is not an appropriate strategy. The Government's. production of a new method for calculating housing need indicates that the Oxfords 'need' is lower than indicated by the SHMA. This needs to be adjusted accordingly. This proposal is unjustified & unsuitable.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0548 | 09/10/2017 | Clive | McDonnell | | N |
| 1360 | Comments | | | | |
| <p>Objects to building 4,400 houses for Oxford overspill. Brownfield & GB areas are available within the northern limits of city boundaries (Harcourt Hill , Farmoor, Cumnor). The housing numbers are based on inflated estimations, with a significant number of houses targeted towards Oxford University employees and students. The scale is unsustainable: it would result in increased traffic, air pollution and loss of natural environment. Loss of natural environment is in direct conflict with NPPF and damage natural habitats and protected wildlife. Overstretched schools & health services would become unacceptably pressured. Oxford City Council has increasingly allocated land to commercial development without considering the housing needed for increased employment. It has ignored the impact on surrounding districts, failing its duty to co-operate. It is excessive that CDC is expected to take on 30% of OCC's unmet housing need, supporting my assertion that Oxford City has failed it's duty to co-operate, whilst CDC has failed to ensure the proposal effective, positively prepared & justified.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0553 | 09/10/2017 | Douglas | Williamson | | |
| 1370 | Comments | | | | |
| <p>Objects to building 4,400 houses on GB around Kidlington, Gosford & Water Eaton to meet Oxford City's unmet housing need. The need for that number is not proven or justified. Central Govt. is suggesting revised methodology for calculating housing need, & is likely to reduce the number of homes required, possibly by half. Oxford & its surrounds has negligible unemployment. Proposed developments like Northern Gateway is likely to draw new workers into the area to fill jobs that cannot be filled by locals. Increasing the population contradicts the objective of meeting existing housing need. Oxford should re-designate land allocated for business use to housing use. Removing land from GB is inconsistent with the NPPF . Govt. states GB is a permanent designation. Overspill from Oxford is not an 'exceptional circumstance' to release GB from this permanence. Although I am expressing my concern about the impact of removing land around Kidlington and Gosford from the GB, I am nevertheless mindful that GB exists as much to protect the city of Oxford City from overdevelopment as it does to preserve the integrity of the surrounding rural settlements.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0554 | 08/10/2017 | Lesley | Harding | | N |
| 1375 | Comments | | | | |
| <p>Objects to building 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: • Oxford's LP has not yet been prepared so CDC's allocation of homes is premature & is not an appropriate strategy. • The Government has recently produced a new method for calculating housing need. This indicates that the "housing need" is lower than indicated by the SHMA. This needs to be assessed and housing allocations adjusted accordingly. • I believe this proposal is unjustified and unsustainable.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0558 | 28/09/2017 | Mrs Caroline | Thompson | | | | | | | N | |
| 5405 | <p>Comments</p> <p>Object to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. I believe this proposal is unjustified and unsustainable.</p> | | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | | | |
| PR-C-0566 | 10/08/2017 | A | Watson | | | | | | | N | |
| 2085 | <p>Comments</p> <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> | | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | | | |
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | | | N | N | N | Y | |
| 1437 | <p>Comments</p> <p>See reasons for participation</p> | | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | | | |
| | <p>OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB. T.</p> | | | | | | | | | | |
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | | | N | N | N | Y | |
| 1436 | <p>Comments</p> <p>OGBN considers that 4,440 homes is not a correct housing requirement. We have argued over 3 years and during all stages of Cherwell's LP Part1 that housing requirements in the Oxfordshire SHMA are hugely exaggerated. Our previous representations have noted that - the SHMA makes many dubious adjustments to official statistics which add over 20,000 houses to its forecast for Oxfordshire. - much assessment of need is based on a forecast that 85,000 new jobs will be created in Oxfordshire as a result of implementing the Oxfordshire Strategic Economic Plan and that this will result in substantial in-migration. Much of this figure is aspirational, simply derived from proposals for new commercial floor space development. - when published, the SHMA was heavily criticised. A report by the respected planning consultant Prof Alan Wenban Smith concluded that the SHMA's estimate of housing need is likely to be "grossly overstated" by a factor of over two. The only response to substantive criticisms contained within the Wenban-Smith report is that the correct procedure was followed which is completely unsatisfactory. If the calculations are wrong then the housing requirement is wrong. We conclude that this plan is unsound because it is not justified by robust evidence. The indicative figures from the proposed methodology from new Government guidance suggest a need for Oxfordshire of about 3400 houses per annum, including a substantial upward adjustment to address affordability, compared with the 5000 given in the SHMA. A national analysis shows generally that the need has been overestimated in the north of England and underestimated in the south. There are some exceptions for individual authorities, but Oxfordshire represents a glaring anomaly where all the authorities are shown as having previously overestimated need. This confirms that the SHMA is a grossly exaggerated assessment. An additional 4400 houses over ten years means that Cherwell's alleged housing need has now increased from 670 per annum to 1140 in the approved plan and now to almost 1600 per annum from 2021. Problems related to capacity of the building industry and market saturation are likely to occur. Building rates proposed appear to be over three times what has been achieved in the past. In addition to being unnecessary and undesirable, the proposed levels of housebuilding are undeliverable and the plan is ineffective. The requirement is based on plans for ever increasing employment in, and travel to, the city and is unsustainable. The plan is not therefore positively prepared or consistent with national policy. It will be highly damaging and end up destroying the very things that make Oxford an attractive location in the first place. It will be damaging to the environment and quality of life of the communities in the Oxford GB. Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford's own need has not yet been accurately or fully defined, nor has its ability to meet that need, because the City Council has not yet prepared its own Local Plan. The SHMA asserts that it is between 1200 and 1600 houses per annum, but draft Government guidance calculates it at 746 houses including the maximum increase to reflect affordability. It is unreasonable to proceed with the review and remove land from the GB given this level of uncertainty.</p> | | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | | | |
| | <p>The plan should be withdrawn pending the establishment of the housing need for Oxford (and the redefinition of the need for the other Oxfordshire authorities) and the establishment of a joint spatial strategy covering all the Oxfordshire authorities.</p> | | | | <p>OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB. .</p> | | | | | | |
| PR-C-0570 | | B A | Hughes | | | | | | | N | |
| 502 | <p>Comments</p> <p>Believes the proposed submission to be unsound, not properly prepared, not justified and not effective. Objects to Policy PR1 (a) to build 4,400 houses as Oxford overspill. This is not justified and not proven. Oxford City Council need to release more of its own land for housing.</p> | | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0578 | 07/10/2017 | Clr Carmen | Griffiths | | | | | N |
| 1452 | Comments | | | | | | | |
| The scale of the development in Kidlington cannot be accommodated. There is unacceptable loss of open land in Green Belt, unacceptable damage to character of local settlements, unacceptable congestion and worsening of air quality on local roads. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0578 | 07/10/2017 | Clr Carmen | Griffiths | | | | | N |
| 1448 | Comments | | | | | | | |
| Unsound | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0578 | 07/10/2017 | Clr Carmen | Griffiths | | | | | N |
| 1449 | Comments | | | | | | | |
| Oxford City's local Plan has not been completed, until it has the level of unmet need is not certain. 4,400 homes have not been proven to be necessary | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0578 | 07/10/2017 | Clr Carmen | Griffiths | | | | | N |
| 1451 | Comments | | | | | | | |
| The Oxford Plan is continuing to allocate land for employment which in turn is reducing land available for housing. We have good economic growth and housing is higher priority so land should be used in Oxford City for this purpose. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0578 | 07/10/2017 | Clr Carmen | Griffiths | | | | | N |
| 1453 | Comments | | | | | | | |
| No consideration of the Kidlington Master Plan which serves to preserve the separate identity of Kidlington, it is therefore against the advise offered by the National Planning Policy Framework. (NPPF) | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0578 | 07/10/2017 | Clr Carmen | Griffiths | | | | | N |
| 1450 | Comments | | | | | | | |
| It is premature to make decisions on Cherwell's Partial Review | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0599 | 04/10/2017 | Imogen | English | | | | | N |
| 1499 | Comments | | | | | | | |
| Objects to build 4,400 homes in this area for Oxford's alleged "unmet housing heed" • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. • The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. • Believes this proposal is unjustified and unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0606 | 10/10/2017 | Bryant & Margaret | Ambrose | | | | | N |
| 3394 | Comments | | | | | | | |
| Totally opposed to 4,440 homes in this area. More use needs to be made by Oxford City of empty property, brownfield sites and other land in meeting it's housing need. The proposal has no justification, there is no proven requirement and it is unsustainable in this area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0606 | 10/10/2017 | Bryant & Margaret | Ambrose | | | | | N |
| 3390 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0620 | 08/10/2017 | Alison | Haigh | | | | | | N |
| 1538 | Comments | | | | | | | | |
| <p>Objection to PR1(a) on grounds they are unsound, not justified and not effective. Most important objection is removal of GB. This preserves open space used by local residents and others, providing necessary counteraction to urban air pollution. Government guidance states that GB is permanently set aside, providing a buffer against urban sprawl and preserving the distinct communities of Kidlington, Begbroke and Yarnton. The areas proposed for development should be preserved for the welfare of present and future generations, not sacrificed to Oxford's housing demands. Cherwell District Council has a duty to preserve the interest of it's own residents , not give in to pressure from Oxford and developers.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0629 | 09/10/2017 | Mrs Rosie | Lodwick | | | | | | N N N |
| 1552 | Comments | | | | | | | | |
| <p>Oxford's housing needs not yet fully tested. Their Local Plan is not sufficiently advanced. A new method of assessment of housing need will be used in Oxford's plan, therefore it is necessary to wait for these figures. SHMA figures have been criticised by many people and there is sufficient doubt for them to be rejected. They were not scrutinised at the Local Plan Part 1 examination. For the plan to be sound it should be deferred until the SHMA figures have been re-examined. Oxford City's policies allocate employment rather than housing to available sites. There has therefore been a failure in its own Duty to Cooperate with surrounding Districts by failing to satisfy its housing need within its own boundaries. Plan is not consistent with National Planning Policy Framework. The possibilities of joint cross boundary working (Aylesbury Vale for example) have not been fully exploited.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Re-consideration of SHMA housing figures | | | | | | | | | |
| PR-C-0638 | 09/10/2017 | Peter | Bridges | | | | | | N |
| 1566 | Comments | | | | | | | | |
| <p>The Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. The government has recently produced a new method for calculating housing need. which indicates a much lower figure. This needs to assessed and adjusted accordingly. Proposal is unjustified and unsustainable.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0640 | 05/10/2017 | Carole | Walton | | | | | | N |
| 1571 | Comments | | | | | | | | |
| <p>Very strong objection to build 4400 houses for Oxford City overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services (already all overstretched) would become even more overstretched. Kidlington sewerage system is also overstretched as for the last few winters lorries have been used to move sewerage from Moreton Avenue elsewhere. The GB's open countryside would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing? It has ignored the impact on surrounding districts and failed in its duty to cooperate. The City Council should do more to meet its own needs, for example by building houses on the city golf-course and on brown field sites within the city before it even considers using the GB outside it. Could this be because this would be more cost efficient for developers?</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0641 | 09/10/2017 | Carole | Pack | | | | | | N |
| 1576 | Comments | | | | | | | | |
| <p>Objection to build 4400 houses in this area for Oxford unmet housing need. Not a proven requirement and not justified. Based on a highly inflated estimate of housing need in the county. New Housing methodology indicates that the Oxford unmet need would shrink to about 9,000 (instead of 15,000) and that in Cherwell it reduces to 2000. Arguments for exceptional circumstances to release high grade GB land are founded on inaccurate figures. Premature in terms of the accuracy of Unmet Housing Need and therefore Not Justified in terms of scale of proposed development across a small area damaging the key functions of GB.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0646 | 09/10/2017 | Mr David | Somers | | | | | | N |
| 1585 | Comments | | | | | | | | |
| <p>Objection to build 4400 houses to satisfy Oxford's alleged "unmet housing need" because: • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and cannot be an appropriate strategy for a problem which is not yet known in any detail. • The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. Only then can the number of extra houses actually be known. • Proposal is unjustified and unsustainable because it puts the building of houses before any sensible action to understand what the need really is.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0655 | 04/10/2017 | Patrick | Forsythe | | | | | | N |
| 1614 | Comments | | | | | | | | |
| <p>Objection to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. Not a proven requirement and not justified. Based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The GB's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0671 | 08/10/2017 | Matthew | Simpson | | | | | N |
| 1650 | Comments | | | | | | | |
| <p>Unsound and Not Justified for following reasons: (a) Recent revision of housing estimates seems certain to reduce the projected need in Oxon. (b) For all the Review's very proper references to sustainability, this huge development would be imposed upon a part of the city's margins already marked down for drastic exploitation as the 'Northern Gateway'. An unmanageable strain would be put on the transport system and on other public services. These are already under excessive pressure. (c) The proximity to Parkway Station, and to the suggested new railway station (par. 5.113, p.121), would mean that at least some of the new housing would go to London-bound commuters and not to the intended Oxford workers. (d) Oxford City Council should do more to satisfy its own housing demand, for instance by building at higher densities, by making better use of vacant flats above shops/businesses, and by checking the University's policy of turning residential buildings into faculty offices.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0675 | 04/10/2017 | Gill | Davidson | | | | | N |
| 1656 | Comments | | | | | | | |
| <p>Recent reports have reduced the estimates for housing in this area and these figures need to be revised. Oxford City has not done enough to address the issues of affordable housing, choosing instead to focus upon commercial/employment opportunities on sites that could have been used for housing. With almost full employment this simply adds to all the problems the City faces. They have failed to ensure that there is affordable housing built. Choosing to pander to wealthy developers who have a vested interest in providing high value properties. The Sunday Times reported recently that directors of companies like Berkeley Homes are making personal fortunes from these developments. Councils should manage housing developments to meet the needs of people rather than developers.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | N |
| 1678 | Comments | | | | | | | |
| <p>Your plans contradict the existing Development Plan and are not consistent with the National Planning Policy Framework. This level of development cannot be delivered with the necessary transport and other infrastructure and without detrimental impact on both existing residents and those of the new communities. You will be destroying the visual impact of the local landscape as well as irreparably harming it. You are not respecting this area's unique built, natural and cultural context. Development on the scale proposed which will increase the number of houses within the Parish by 108% and will not secure this goal. I'm on page 69 and you have still not justified the need for the additional level and numbers of houses.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0690 | 08/10/2017 | David | Hemingway | | | | | N |
| 1699 | Comments | | | | | | | |
| <p>Objection to policy PR1(a) to build 4400 houses for Oxford overspill. Not a proven requirement and is not justified – the figure of 4400 has never been tested and was suggested before huge changes in the political and economic landscape. Based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched – public services, already struggling and underfunded, will deteriorate further. The GB's open countryside would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of housing. It has ignored the impact on surrounding districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. The plan would be detrimental for existing residents of Gosford and Water Eaton (and the area around Kidlington more generally). The plan will not meet Oxford's existing housing need, and is likely to serve the London commuter and buy-to-let markets. Kidlington's young people and the county's key workers wouldn't get the genuinely affordable housing they need.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0692 | 09/10/2017 | Mr Richard | Clarke | | | | | N |
| 1706 | Comments | | | | | | | |
| <p>Objection - The proposed developments are not in Accord with the Vision, Objectives and Policies of this Partial Review: Many strategic objectives (from the Local Plan (adopted July 2015)) are compromised (including S06, S08, S010, S012, S013, S014, S015). It is not demonstrated how new strategic objectives can be met (S018, S019). It is not demonstrated that the proposed developments do not 'cause harm to the delivery of the Cherwell Local Plan 2011-2031 (adopted July 2015)'.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0692 | 09/10/2017 | Mr Richard | Clarke | | | | N | N |
| 1705 | Comments | | | | | | | |
| <p>Objection to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The GB's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0694 | 09/10/2017 | Elizabeth | McDonnell | | | | | N |
| 1711 | Comments | | | | | | | |
| <p>Objection to the proposed building of 4,400 houses in this area for overspill of Oxford City, it is not a proven requirement and is not justified, given availability of both brownfield and GB areas within the northern limits of the city boundaries (e.g. Harcourt Hill, Farmoor, Cumnor). The housing numbers are based on inflated estimations, with a significant number of the houses being specifically targeted towards employees and students of Oxford University. The scale of the development is unsustainable, resulting in significant degradation to the existing communities in terms of increased traffic flows, air pollution and loss of natural environment. Local education and health services, which are currently overstretched, would be placed under an unacceptable level of pressure. Loss of the natural environment is in direct conflict with National Planning Policy Framework, with significant and irreparable damage to natural habitats and loss of endangered/protected wildlife species. Oxford City Council has over recent years allocated increasing amounts of land to commercial development with little or no consideration of the need for additional housing to support increased employment. In doing so it has chosen to ignore the impact upon surrounding Districts and failed in its Duty to co-operate. Furthermore, the sustainability appraisal indicates that Cherwell District is expected to accept an allocation of 30% of the unmet housing need for Oxford City, which in comparison to other neighbouring districts is excessive. This is supportive of the assertion that Oxford City Council has failed in its duty to co-operate, whilst Cherwell District has failed to ensure the proposal is effective, positively prepared and justified.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0694 | 09/10/2017 | Elizabeth | McDonnell | | | | | | N |
| 5423 | Comments | | | | | | | | |
| <p>Objection to the proposed submission plan and sustainability appraisal which are inconsistent with the National Planning Policy Framework in terms of failing to provide sustainable development which ensures a better life for both current and future generations, this is on the grounds that it fails to:</p> <ul style="list-style-type: none"> • Promote realistic sustainable transport. • Protect green belt land. • Meet the challenge of climate change and resultant flooding. • Conserve and enhance both the natural and historic environments. <p>The proposed submission plan, associated policy maps and sustainability appraisal are unsound, not positively prepared, not justified and not effective for the reasons detailed in specific objections. The sustainability appraisal indicates that Cherwell District is expected to accept and allocation of 30% of the unmet housing need for Oxford City, which in comparison to other neighbouring districts is excessive. This is supportive the assertion that the City council has failed in its duty to co-operate, whilst Cherwell District has failed to ensure the proposal is effective, positively prepared and justified.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0695 | 07/10/2017 | Prof Roger | Davies | | | | | | N |
| 1718 | Comments | | | | | | | | |
| <p>Objection to the overall amount of housing proposed (PR1) and references to the SHMA (pages 15-16,19,34-35, 43-44 and elsewhere). Objection to Oxford utilising its own land stocks for economic development (e.g. Northern Gateway) while demanding that local communities provide housing for the new residents that will be attracted to the jobs they are creating. Oxford has high levels of employment and does not need to attract more businesses, on the contrary it needs to utilise its resources to house the current residents. The proposal involves building significant numbers of houses close to Oxford Parkway station. This will provide a convenient route into central Oxford but also a fast service to Marylebone and will simply attract London commuters. They will not contribute to the relief of Oxford's supposed unmet need. Strong objection to scale of proposed development - 500 - 1000 houses specifically targeted at the affordable end of the housing market could be assimilated by the Kidlington community providing affordable housing for some of Oxford's essential workers. However, 4400 is over a 50% rise in the number of dwellings and this jeopardises the countryside, the health of the local population (through air pollution), it puts at risk social cohesion and flouts the sacrosanct nature of the GB. It is neither needed nor justified and is unsound. Development on this scale will affect the social cohesion of the community and local infrastructure is inadequate to support it.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0697 | 07/10/2017 | Ioana | Davies | | | | | | N |
| 1723 | Comments | | | | | | | | |
| <p>Strong objection to build 4400 houses in Kidlington, Yarnton, Begbroke and in the Kidlington Gap. The amount of housing is unjustified and is based on figures that the government have now agreed are wrong. Any decision to continue with these plans would therefore be premature and unjustified. Natural habitat and leisure areas that are well used by local residents would be destroyed. There has been minimal consultation about the plans with publicity meetings organised and paid for by local residents with only minimal response from the Council. There are sites in Oxford that could be used for Oxford's unmet need. It is not sensible to build further science parks to the north of the city instead of using that land for housing. Low unemployment in the city so more employment opportunities are not needed. If the land near Oxford Parkway is built on, it is likely to be used by commuters to London. It is very unlikely to be "affordable housing". More and more developers begin projects and then indicate that they cannot build the affordable housing that they promised. Private landlords who buy to let charge unaffordable rents. The housing needs for young people will not be met by these developments.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0699 | 05/10/2017 | Mrs. J A | Burt | | | | | | N |
| 1730 | Comments | | | | | | | | |
| <p>Strong objection to build 4400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. The number of houses required has been highly inflated as proven by a new Government method for calculating housing need which states that instead of 100,000 new homes in the county over the next 20 years, only 68,000 will be needed. Authorities must re-think plans to tear up the GB for the following reasons:-</p> <ul style="list-style-type: none"> -Kidlington, Yarnton and Begbroke will become an urban sprawl annexed to Oxford. -the traffic problems will get much worse. -schools and health services will be even more stretched. -open countryside in the Green Belt will be sacrificed. -countryside walks and views will be lost forever (country walks are known to be beneficial to good health). -natural habitats will be destroyed. -our quality of life will suffer, air, noise and light pollution will increase. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0700 | 03/10/2017 | Tony | Churchill | | | | | | N |
| 1735 | Comments | | | | | | | | |
| <p>Objection to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need and is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside would be sacrificed for ever and walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of housing., has ignored the impact on surrounding districts and failed in its duty to co-operate. Infrastructure is not sufficient for the current traffic. Very few of the new houses would be affordable, developers consistently default on their affordable housing quota and starter homes at Barton park are beyond the reach of first time buyers. Most of the new houses are likely to serve the London commuter and buy to let markets.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0701 | 03/10/2017 | Prof Margaret | Harris | | | | | | |
| 1739 | Comments | | | | | | | | |
| <p>Objection to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. The proposed number to be built in the Kidlington area seems disproportionate and it will change the character of the local area. It would significantly worsen the traffic problems and pollution and over stretch the local services. The Green Belt's open countryside would be sacrificed forever. Natural habitats and wildlife would be destroyed.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0702 | 02/10/2017 | Angela | Knowlden | | | | | | N |
| 1742 | Comments | | | | | | | | |
| <p>Objection to Policy PR1(a) to build 4,400 houses in Kidlington, Begbroke & Yarnton for Oxford overspill. The highly inflated estimate of housing need is unsound and the numbers of required houses, based on future employment needs, is already being questioned at government level. Current traffic problems and pollution would be massively increased. Not positively prepared. Local services which are already stretched would worsen. Not positively prepared. The Green Belt open countryside will be sacrificed forever. Not justified. The development is unsound, not positively prepared and not justified.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0703 | 29/09/2017 | Roger | Prince | | | | | | N |
| 1746 | Comments | | | | | | | | |
| <p>Consider that the proposed submission plan is unjustified and unsound for the reasons given in my specific objections. Object to Policy PR1(a) to build 4,400 houses in this area for Oxford City's alleged unmet housing needs. The figure comes from the Strategic Housing Market Assessment (SHMA) which was prepared without any public consultation and contains many questionable assumptions. They rely on predictions of unrealistically high jobs growth around Oxford and assumes that this will require a large influx of people into the county. As the SHMA was put together by private consultants working on behalf of property developers, it is reasonable to take the view that figures are likely to be biased in favour of the developers. The SHMA was not subjected to any independent validation although an independent planning expert has concluded that the estimated figures in the SHMA are likely to be "grossly overstated". The only people who seem still to be giving the SHMA any credibility are the commercial property consultants who prepared it, property developers and landowners who see an opportunity to make some significant profits and, regrettably, some members of the local councils who seem to think they should be supporting the developers rather than listening to the people who elected them to office. The fact that the Inspector has accepted the figures should be no barrier to local politicians disputing the validity of the SHMA on behalf of the people they represent. At the very least, the plan should be put on hold until the outcome of the current Government consultation on the subject has been concluded as it could well show that the current SHMA housing targets are perhaps double what is needed.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0704 | 25/09/2017 | Gitte | Kragh | | | | | | N |
| 1751 | Comments | | | | | | | | |
| <p>Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and is not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed forever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0705 | 08/10/2017 | Peter | Trowles | | | | | | N |
| 1754 | Comments | | | | | | | | |
| <p>Object to Policy PR1(a) to build 4,400 houses in this area to meet the so called unmet housing need for Oxford. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0706 | 08/10/2017 | Mary & Paul | Layland | | | | | | |
| 1758 | Comments | | | | | | | | |
| <p>Object to Policy PR1(a) to build 4,400 houses in this area. It is now known that this is a highly inflated estimate of housing need in Oxfordshire and, for the reasons given above, is unsustainable. We must not sell land to developers before we know the true amount of housing need, and we must insist that Oxford City takes responsibility for some of it. Also does not feel this will meet the true need for affordable housing, as almost certainly many of the homes built would be unaffordable to first-time buyers - as has been evidenced by the recent prices released for the Barton Park development.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0707 | 08/10/2017 | Julia | Trowles | | | | | | N |
| 1761 | Comments | | | | | | | | |
| <p>Object to Policy PR1(a) to build 4,400 houses in this area to meet the so called unmet housing need for Oxford. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0708 | 09/10/2017 | Trevor | Campbell | | | | | | N |
| 1765 | Comments | | | | | | | | |
| <p>Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0715 | 30/09/2017 | Dr Victoria | Slater | | N |
| 1793 | <p>Comments</p> <p>Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. In the light of recent government revisions of the number of houses needed, this is a highly inflated estimate of need which is unsustainable. Support Leyla Moran MP's call at the parish council meeting for the whole consultation to be stopped until an accurate estimate of need has been made. The current plan would hugely worsen already unmanageable traffic congestion. It would increase air pollution and therefore be directly detrimental to the health and wellbeing of residents in the area. No funding has been identified for infrastructure and essential public services and already underfunded and struggling health and education services will deteriorate further. Oxford City Council has been allocating land for employment instead of housing in a county where there is very low unemployment and no urgent need to create new jobs. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council could and should do more to meet its own needs which would obviate the need for the proposed development. Moreover, very few of the houses would be affordable in reality given the track record of developers (witness prices at Barton Park). It is likely that most of the new houses will serve London commuters and that Kidlington's young people and the county's key workers still won't get the affordable housing they need.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-0716 | 04/10/2017 | Nicola | Barnetson | | N |
| 1797 | <p>Comments</p> <p>Object to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. • The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. • Believes this proposal is unjustified and unsustainable.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-0717 | 01/10/2017 | Pierre | Pazgrat | | N |
| 5446 | <p>Comments</p> <p>Object to policies PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged unmet need because- Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. -The government has recently produced a new method for calculating housing need which indicates need is much lower than indicated in the SHMA. This needs to be assessed and allocations adjusted accordingly. -The proposal is unjustified and unsustainable.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-0722 | 29/09/2017 | Steve | Handsley | | N |
| 1812 | <p>Comments</p> <p>Most people agree that there is a housing crisis in the Oxford area. House prices are so high that local first time buyers now have very little chance of buying their first house in the Oxford area and rents are too high. Oxford City Council regard the housing crisis as one of their top priorities. But the SHMA and the Oxford Growth Board seem determined to exacerbate the problem by proposing high economic growth, favouring the use of land within Oxford for commercial and industrial development rather than housing, and thereby requiring even greater levels of housing requirement to be met. An example of this is the Northern Gateway development which is billed to provide 5000 jobs at a time when employment in the county is at an all time high. Surely, to alleviate the problem, land for housing should be prioritised over land for commercial/industrial development. The proposed submission is therefore unsound</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-0725 | 29/09/2017 | John | Carr | | N |
| 1822 | <p>Comments</p> <p>Object to Policy PR1(a) to build 4.400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and Health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-0726 | | Dagmar | Carr | | N |
| 1826 | <p>Comments</p> <p>Object to Policy PR1(a) to build 4.400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and Health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-0727 | 10/10/2017 | Bridget | Davidson | | N |
| 1830 | <p>Comments</p> <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0728 | 08/10/2017 | Denis | Rodger | | | | | |
| 1835 | Comments | | | | | | | |
| Object to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. - The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. - Believe this proposal is unjustified and unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0730 | 09/10/2017 | Monik | Rodger | | | | | |
| 1840 | Comments | | | | | | | |
| Object to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy.- The government has recently produced a new method for calculating housing need. This indicates that the"housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly.- Believes this proposal is unjustified and unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0735 | 08/10/2017 | Christopher | Rogers | | | | | N |
| 1848 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4.400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and Health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0737 | 01/10/2017 | Pauline | Alvarez | | | | | |
| 1863 | Comments | | | | | | | |
| Object to policy PR1(a) because: • The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature Believe this proposal cannot achieve what is intended; it is unsustainable and inappropriate• There are other ways of responding to unmet housing needs that prioritise affordable housing. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0759 | 10/10/2017 | Barry | Homans | | | | | N |
| 5376 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0759 | 10/10/2017 | Barry | Homans | | | | | N |
| 1910 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0773 | 10/10/2017 | Philip | Rawle | Greenlight Developments | Y | Y | N | Y |
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1951

Comments

Does not consider the Partial Review of Cherwell Local Plan to pass the 'tests' of soundness, in terms of being positively prepared, justified, effective and consistent with National policy. This is because the Partial Review does not make reference to the need for C2 units (residential institutions, including care homes), nor to care/nursing homes more generally. Policy PR2 deals with C3 uses only. Further limitations on current local planning policies (adopted and emerging) are outlined in the accompanying Note prepared by Lichfield's. In terms of National policy, the Government's National Planning Practice web-based resource in the section on 'Housing and economic development needs assessments' provides guidance to the plan-making process on how to deal with 'housing for older people'. Failure of the Partial Review to meet the care needs of the District will clearly have significant implications on housing options for Cherwell's increasingly ageing population. The accompanying Note prepared by Lichfield's quantifies that like the rest of the UK there is a clear need for care homes in Cherwell. Examples are found in the Oxfordshire SHMA, which projects the number of people with dementia and mobility issues in Cherwell and Oxfordshire will roughly double by 2031 (end of this Plan period). The latest DCLG figures project the number of people in Cherwell living in communal establishments to double by 2031. The Lichfield's' Note sets out the care need for Cherwell as follows: • In Cherwell District itself, the latest DCLG projections show growth in the number of people over age 75 living in communal establishments of 565, i.e. this is the number of care home bed spaces needed (2011 – 2031). However, as the Council are planning for housing growth well in excess of demographic trends, which will lead the population growth in excess of demographic trends, 565 bed spaces should be considered a minimum to plan for up to 2031. • In terms of Oxford City's need, the DCLG projections suggest a need for a further 305 bed spaces by 2031, and (as with its housing need) a proportion of this may well go unmet. Cherwell will inevitably import some of Oxford's care home needs, as those additional residents (who otherwise would have lived in Oxford) age and move into care homes. This further justifies the use of the 565 figure for Cherwell as a minimum, which may need to be increased if unmet care home need for Oxford is identified. Lichfield's' Note on Care Home Need provided.

Changes Sought

Greenlight asserts that it in order for this clear 'need' for care bed spaces to be met in Cherwell over the Plan period, specific policies are required to:(a) Set the delivery of this need over the Plan period as a requirement - this requirement being a minimum of 565 bed spaces by 2031; and(b) To identify and allocate sites to accommodate this need in the Plan and on the Policies Map.To this end, Greenlights' land interest at Skimmingdish Lane, Bicester, which is currently subject to planning application 17/01428/F, provides an opportune site to be allocated for a 64-bed care home; thus accommodating some 11.3% of the bed space requirement (based on a total requirement of 565 bed spaces) over the Plan period (by 2031).To demonstrate how the site at Skimmingdish Lane, Bicester can accommodate a 64-bed care home, and therefore to assist in informing its allocation as a care home site in the Plan, enclosed with this letter is the site location plan and proposed site layout plan, both of which form part of the current planning application on the site.

Reasons for Participation

The matters raised in these representations are of a strategic nature to the plan.

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| PR-C-0774 | 10/10/2017 | Ailsa | Reid | | | | | N |
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1956

Comments

Object to the scale of the proposed housing developments in the Kidlington and Yarnton area. Aware that more housing is needed, spent several years hoping to find 'affordable' housing within Oxford, before deciding that this was not possible and had to buy elsewhere, with a lot of assistance from family. Does not think it is sensible that Oxford be allowed to dictate terms to the surrounding area, rather that it should be made to put its own house in order. Extremely alarmed by the plans to sacrifice Green Belt land for housing, in defiance of Government and Cherwell District Council's own policies. Not only will this permanently sacrifice open spaces to housing, it will set a precedent for further development. Particularly concerned by the possibility of development of land behind The Moors, Kidlington – this is a valuable open space much used by local people, and acts as a vital habitat reservoir for wildlife. It is particularly appreciated by the local deer herd – I have seen up to 14 visible at one time in a single space – but much smaller wildlife depends on this rarely cultivated land for winter food and shelter. A quick fix for Oxford's woes now will result in the loss of this amenity and habitat for ever. Much of the proposed development area is also low-lying and prone to flooding – new houses are already being built near Yarnton on floodplain land – with the rise in rainfall and extreme weather events this can only lead to more and worse flooding events. Building on this low-lying land will remove space which flood water could spread onto to prevent it from causing flooding further downstream in Oxford and other communities. Does not believe that there will be a meaningful amount of 'affordable' housing in the proposed developments. The Oxford area is bleeding talent at one end because young people cannot afford to live here, and increasing traffic at the other as those who can at least afford to live nearby commute in (aware of people commuting to Kidlington from Swindon, Didcot, and Aylesbury, despite relatively low wages by the area standards), and if situations such as that at Templar Square with just 20% of "affordable" units are allowed, this will not only continue but get much worse.Utterly astonished by the lack of plans to improve the road network. Traffic already regularly backs up well through Kidlington in the morning, and it only takes a single incident to cause major traffic problems through the area. Without major investment in infrastructure, the extra vehicles from the proposed developments will cause traffic chaos of the sort we have seen recently with the works at the Wolvercote and Cutteslowe roundabouts on a daily basis, clogging the Northern routes into the city, and causing gridlock on the roads feeding them. I know from long experience the effect this has on the A34 which is supposed to be a major transport artery bringing goods North and South across the country, but it seems is likely to become one huge traffic jam if these developments are allowed to go ahead. The growth in traffic they will cause is utterly unsustainable.

Changes Sought

Reasons for Participation

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| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
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522

Comments

Support with amendments. The consortium supports the objective of achieving sustainable development in meeting Oxford's housing needs and the commitment of the Council to work with the other authorities of Oxfordshire to achieve this objective.

Changes Sought

It is requested in addition that the Council should commit to work with other relevant agencies and authorities, as well as to ensure the participation of residents in defining the strategy. Also, the landowners of allocated sites will, in addition to the developers, be key participants in the process and contributors to a sustainable outcome. The consortium that has participated in preparing these representations has interests as landowners in the allocated sites and confirm their willingness to actively engage in the ongoing plan-making process and subsequent planning application process when appropriate.

Reasons for Participation

On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination.

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| PR-C-0790 | 10/10/2017 | Chris | Shaw | Bloor Homes Western | N | Y | N | Y |
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5471

Comments

Policy PR1 of the Local Plan Partial Review proposes to make provision for 4,400 new dwellings. This apportionment forms part of a figure of 15,000 new dwellings, which would be distributed between each of the Local Authorities in Oxfordshire in order to contribute towards Oxford's unmet housing needs until 2031. Each of the authorities have agreed to their respective apportionments, with the notable exception of South Oxfordshire District Council, which was recommended to identify sites to provide 4,950 new dwellings towards Oxford's needs. This is the largest, single apportionment of each of the Oxfordshire authorities. Paragraph 64 of the Oxfordshire Growth Board report to Committee dated 30 November quoted. Given the above and in order to achieve the objectively assessed needs and ensure the soundness of the emerging Cherwell Local Plan Part 1 Addendum, the evidence base needs to be sufficiently up to date and robust to enable agreement on the unmet housing need to be reached and for the unmet need to be properly planned within the Housing Market Area. On the basis of the evidence provided, it is clear that the working figure of 15,000 is not a true indication of unmet need with Oxford City now anticipating need to be in the region of 22,000. On this basis, it is clear that the apportionment of housing between the Oxfordshire Authorities is likely to need to be increased and therefore the apportionment of 4,400 to Cherwell District Council can only be treated as a minimum in order to ensure the soundness of the plan.

Changes Sought

Reasons for Participation

It is considered necessary to ensure that the Local Plan Partial Review is legally and procedurally compliant, positively prepared, justified, effective and compliant with national policy.

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| PR-C-0790 | 10/10/2017 | Chris | Shaw | Bloor Homes Western | N | Y | N | Y |
| 2029 | Comments | | | | | | | |
| Object to the assumed housing requirement for the Local Plan Partial Review of 4,400 dwellings to be provided towards Oxford's need by 2031. The Preferred Options for the Oxford Local Plan 2036 (June 2017) confirms that this figure does not represent the "true unmet need figure that needs to be met outside of Oxford", which would need to be further updated following adoption of the Oxford Local Plan (Table Opt. 9). Accordingly, the Oxfordshire Strategic Housing Market Assessment (SHMA) (March 2014) identified an Objectively Assessed Need (OAN) for Oxford of between 24,000 and 32,000 new dwellings between 2011-2031. Given the estimated capacity of sites, including commitments, within Oxford (ca.10,000 dwellings) set out by the Housing and Economic Land Availability Assessment (HELAA) (October 2016), this indicates that Oxford's true unmet need that needs to be met elsewhere in Oxfordshire is closer to around 22,000 new dwellings. Indeed, the Post-SHMA SWP clarifies that the apportionment represents an assessment of the capacity of shortlisted 'green areas' (Appendix 5, Post-SHMA SWP) and is only a recommendation that "should only be viewed as an input to the process rather than an output" (Paragraph 132, Post-SHMA SWP). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | It is considered necessary to ensure that the Local Plan Partial Review is legally and procedurally compliant, positively prepared, justified, effective and compliant with national policy. | | | | |
| PR-C-0791 | 10/10/2017 | Keiron | Ward | | | | N | Y |
| 2032 | Comments | | | | | | | |
| The Plan is based on the discredited calculations of the Oxfordshire SHMA which have been heavily criticised since they were made public in early 2014. Reference to a report by Prof. A Wenban-Smith. Calculations suffer from numerous errors including projections of jobs growth that are exaggerated in order to support funding bids from the (unelected and unaccountable) Local Enterprise Partnership. Regardless of whether or not the SHMA is accurate the Council have failed to considered the existence of Green as a reason not to meet the assessed need. This option is not even included in its assessment of alternatives. CDC not reviewing the SHMA despite the publication of the Government's consultation document on housing needs. Reference to the consultation document. Reference to Oxford's emerging Local Plan. Paragraph 1.20 of the adopted Local Plan Part 1 quoted. Oxford's housing need has not been "fully and accurately defined" as required by the Inspector. Cherwell may NOT make substantial amendments to the Green Belt boundaries as proposed in this partial review without conducting a joint review as required by the Inspector. This further evidences that the plan is premature. Reference to a letter from Cllr Barry Wood. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The plan should be withdrawn as premature until there is a "full and accurate definition" of Oxford's needs, and its ability to meet them, taking into account the new DCLG methodology. | | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |
| PR-C-0791 | 10/10/2017 | Keiron | Ward | | | | N | Y |
| 2033 | Comments | | | | | | | |
| The plan for 4,400 houses in the Green Belt is not sustainable because it would mean that - traffic problems would get much worse (separate representation on PR4a) - public services and other infrastructure would be even more stretched (see also separate representation on PR11) - open countryside in the green belt, which is intended to be permanent, would be sacrificed for ever. Countryside walks and views would be lost to local residents in Kidlington, Begbroke and Yarnton who do not have the benefit of local parks, and for whom the countryside is currently a substitute. - Natural habitats would be destroyed. The natural environment will be a major causality. Loss of habitat and increased recreational use of the green spaces that remain will stress and endanger wildlife. The Council's contention that the development will result in a net increase in biodiversity is implausible and not supported by evidence. - Environmental quality and quality of life for existing residents will suffer as air, noise and light pollution would increase. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The plan is not sustainable and is unsound. Cherwell need to withdraw it, decide what is meant by 'sustainable' and rethink accordingly. | | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |
| PR-C-0809 | 02/10/2017 | Philip | Kemp | | | | | |
| 2197 | Comments | | | | | | | |
| Objection to proposed new housing on Kidlington Green Belt. Kidlington would just become part of Oxford losing it's identity. Not enough thought has gone into the infrastructure required (health facilities, schools and shops). Roads will not cope with extra traffic, already bad enough. The need for more housing needs careful and sensitive planning. Oxford is off loading its responsibility onto Cherwell which is totally unacceptable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | N | |
| 2201 | Comments | | | | | | | |
| This policy is unsound as it prematurely makes decisions about allocating Green Belt land in advance of properly identifying the need (still pending the outcome of Oxford City Local Plan and the new formula in "Planning for right Homes in Right Places" substantially reduces the unmet need) and has not proven that there is a clear deliverable infrastructure plan. 4400 houses cannot possibly be reasonably built in this part of the district. If the land is allocated at the proposed densities there will be an overprovision and unnecessary destruction of Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | | | | N | |
| 2217 | Comments | | | | | | | |
| 4400 is an unproven figure. Oxford City Council have rejected many sites that could be used for housing and is allocating more land for employment at a time when they are unable to meet the housing need. New formula in "Planning for right Homes in Right Places" substantially reduces the unmet need and the Oxford Local Plan needs to be taken into account before allocating valuable Green Belt land to large swathes of housing which almost joins Kidlington, Begbroke and Yarnton with Oxford in one large urban sprawl. The plan does not demonstrate the ability of the area to accommodate such large scale development, is weak on infrastructure proposals that can be delivered, and does not make the case for adequate affordable housing that can be accessed by people who live in Cherwell and work in Oxford. Objection that this plan is unsound as it prematurely makes decisions about allocating Green Belt land in advance of properly identifying the need and has not proven that here is a clear deliverable infrastructure plan. Furthermore the land allocated is more than is needed to meet the housing numbers proposed at the densities proposed with unnecessary destruction of the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0820 | 10/10/2017 | Richard | House | Gladman Developments | Y | Y | N | Y |
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5077

Comments

The figure of 4,400 homes to help Oxford meet its housing needs should be regarded and referred to in the Plan as a minimum housing requirement for Cherwell to provide. This is because the total figure for the unmet need for Oxford being 15,000 homes is at present a working assumption agreed by the Oxfordshire Growth Board. This figure may increase as work progresses on the Oxford City Local Plan and the capacity of the City to accommodate new housing development crystallises. * It is also the case that South Oxfordshire District Council has not signed up to its apportionment of the unmet need for Oxford and in its Submission Local Plan to be consulted on in October this year, it proposes to accommodate only 3,750 dwellings of its Growth Board apportionment of 4,950 dwellings of the unmet need. If the Local Plan is adopted in that format following examination, it may be necessary for the balance to be redistributed between the other Oxfordshire Districts including Cherwell. * Gladman considers that in order to be found sound, sufficient flexibility needs to be built into the Local Plan Partial review to provide for contingency to ensure that the Objectively Assessed Need for the Oxfordshire Strategic Housing Market is met in full. The need to address the substantial unmet housing need is urgent bearing in mind that the Strategic Housing Market Assessment period began in 2011 and that six years of that unmet need has already elapsed. Failure to address that need urgently will have severe repercussions on the local economy. The evidence draws on the advice of the NPPF and the NPPG & SHMA.

Changes Sought

Reasons for Participation

Gladman requests that it is given the opportunity to discuss the significant objections contained within these representations at the Examination in Public. These issues and concerns are identified in table 1 of the attached representations.

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| PR-C-0821 | 09/10/2017 | Caroline | Johnson | | Y | Y | N | N |
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2244

Comments

PR1 seeks to satisfy Oxford's "unmet housing need" yet Oxford's own Local Plan has not yet been prepared and in recent weeks a Government Consultation has suggested a change in the formula used for calculation of housing need which would make a significant change to the figures suggested by the SHMA. The contention that Oxford cannot be met within its own boundaries is disputed as is the number of houses required. Oxford needs to put housing before reserving sites for employment. Oxford has very low unemployment and so Oxford's drive to locate employment in the city centre is unnecessary. This strategy is unsustainable, leads to more commuters and more transport problems. The Cherwell process needs to pause and await the finalisation of these two processes. The current proposal is unjustified and unsustainable.

Changes Sought

Reasons for Participation

The process should be restarted once the Oxford Local Plan has been completed and thus when any unmet housing need of Oxford is known. When Cherwell does this it should correct the errors made in this process and take account of the importance of the Green Belt and provide solutions which do not impact the Green Belt.

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| PR-C-0822 | 09/10/2017 | Iain | Johnson | | Y | Y | N | N |
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5669

Comments

Do not agree with the councils statement of the "unmet housing need". It is overstated and relies on an increase in employment that may not happen (particularly as the employment plans are based on a projected growth that may well be too optimistic). The UK government has recently proposed a different calculation for housing need (The strategic housing market assessment). This is much less than the councils calculation of "need". Oxford city councils view that the growth of employment takes precedence over the governments re-calculation cannot be proved and is opinion not fact. Secondly: Oxford has plenty of land within its city limits but chooses to allow this land to be developed for employment in a city where, frankly, employment is not a problem. The employment need is not in Oxford but outside it. The housing shortfall of existing employment could be met by building on land currently earmarked for "employment" within the city. Adding employment to Oxford and then building houses on its edge and asking other authorities to build houses just beyond its edge will create more transport problems, more congestion and more pollution with real risks to health and wellbeing of its citizens.

Changes Sought

Reasons for Participation

The local plan should be scrapped and the investigation and research started again. The local plan should recognise the importance of the Green Belt. The Green belt isn't an inconvenient anachronism to be discarded. It is essential to the wellbeing of the citizens of Oxford and surrounding towns and villages. It is evident that the UK government values its green belt more than this local plan does. The Government national planning policy framework states that the Green belt exists to prevent urban sprawl, prevent neighbouring towns merging, safeguard countryside from encroachment, preserve setting and character of historic towns (such as Oxford!), assist in urban regeneration (by forcing entities such as the Oxford city Council, the University and its colleges to consider land in the city for housing and not more unnecessary jobs).

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| PR-C-0834 | 10/10/2017 | Linda | Ward | | | | N | Y |
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5170

Comments

The plan for 4,400 houses in the Green Belt is not sustainable because it would mean that - traffic problems would get much worse (separate representation on PR4a) - public services and other infrastructure would be even more stretched (see also separate representation on PR11) - open countryside in the green belt, which is intended to be permanent, would be sacrificed for ever. Countryside walks and views would be lost to local residents in Kidlington, Begbroke and Yarnton who do not have the benefit of local parks, and for whom the countryside is currently a substitute. - Natural habitats would be destroyed. The natural environment will be a major casualty. Loss of habitat and increased recreational use of the green spaces that remain will stress and endanger wildlife. The Council's contention that the development will result in a net increase in biodiversity is implausible and not supported by evidence. - Environmental quality and quality of life for existing residents will suffer as air, noise and light pollution would increase.

Changes Sought

Reasons for Participation

The plan is not sustainable and is unsound. Cherwell need to withdraw it, decide what is meant by 'sustainable' and rethink accordingly.

Wish to be represented by Kidlington Development Watch at the oral examination in public.

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| PR-C-0834 | 10/10/2017 | Linda | Ward | | | | N | Y |
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2275

Comments

The Plan is based on the discredited calculations of the Oxfordshire SHMA which have been heavily criticised since they were made public in early 2014. Reference to a report by Prof. A Wenban-Smith. Calculations suffer from numerous errors including projections of jobs growth that are exaggerated in order to support funding bids from the (unelected and unaccountable) Local Enterprise Partnership. Regardless of whether or not the SHMA is accurate the Council have failed to consider the existence of Green as a reason not to meet the assessed need. This option is not even included in its assessment of alternatives. CDC not reviewing the SHMA despite the publication of the Government's consultation document on housing needs. Reference to the consultation document. Reference to Oxford's emerging Local Plan. Paragraph 1.20 of the adopted Local Plan Part 1 quoted. Oxford's housing need has not been "fully and accurately defined" as required by the Inspector. Cherwell may NOT make substantial amendments to the Green Belt boundaries as proposed in this partial review without conducting a joint review as required by the Inspector. This further evidences that the plan is premature. Reference to a letter from Cllr Barry Wood.

Changes Sought

Reasons for Participation

The plan should be withdrawn as premature until there is a "full and accurate definition" of Oxford's needs, and its ability to meet them, taking into account the new DCLG methodology.

Wish to be represented by Kidlington Development Watch at the oral examination in public.

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0836 | 09/10/2017 | Chris | Pack | | | | | | N |
| 2264 | <p>Comments</p> <p>Objection to Policy PR1 to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. The review was carried out by a property company -GL Hearn Ltd. They can hardly be called independent when they state that their purpose is to " provide property advice to the public sector, developers, investors and occupiers" No wonder we have little trust in the SHMA. The shortcomings of the SHMA forecasts have been shown by recent changes from Government in the way in which housing need is calculated. The new housing methodology does indicate that the Oxford unmet need would shrink to about 9,000 (instead of 15,000), and that in Cherwell the 4400 proposed should be cut to about 2200.The whole basis for arguments demanding Cherwell supply 4400 new homes, and the case for exceptional circumstances justifying a release of high grade GB land is founded upon inaccurate figures. Therefore it is premature to make decisions on the CLPPR until accurate figures are available for unmet housing need in Oxford City. Once Green Belt land is released it can never return.Furthermore the sheer scale of the proposal to build 4400 houses in a relatively small part of the Cherwell closest to the city cannot be justified by the evidence base for the CLPPR showing GB land affected being of high or moderate value. Irreparable damage would be caused to the functions of the Green belt, individual identities of communities including Oxford itself, loss of open land separating communities and increased traffic congestion and pollution. Objection: premature in terms of the accuracy of Unmet Housing Need and therefore Not Justified in terms of the scale of proposed development across a small area damaging the key functions of Green Belt.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-0837 | 05/10/2017 | Dr James | Jocelyn | | | | | | N |
| 2272 | <p>Comments</p> <p>The Plan promises to deliver unsustainable growth in housing supply and promote unsustainable commuting patterns. The Plan has considered housing development in isolation as the one and only solution to Oxford's need for affordable housing. It has only considered various housing development schemes in this 'all or nothing' context, when the proportionate evidence suggests that wider policy responses may present more justifiable strategies for addressing the Unmet Need identified by the SHMA. Paragraph 1.11 reads: "Oxford has a high level of housing need and problems of affordable access to the housing market." This bland but no doubt carefully considered sentence encapsulates the Plan's overall lack of integrity. It immediately establishes an erroneous context for all that follows. It seeks to establish the level of housing need as the primary issue with the question of affordability as secondary. It is immediately followed by Table 2, which notes that is "adapted" from the source document, the 2014 SHMA. "Adapted" indeed: most grievously, this table defines its figures for Housing Need as "net" numbers. Thus Oxford is presented in Paragraph 1.14 as having an "objectively assessed" net need for 28,000 new homes for the period 2011-2031. This is a serious misrepresentation of the data presented by the SHMA - a misrepresentation that underpins every argument and conclusion in the Plan. The Plan and the Sustainability Assessment both lack integrity because every part of them proceeds from this misrepresentation. Detailed comments provided on the SHMA. The policy seems entirely self-serving and moreover is in no way consistent with the government's guidance on defining sustainable development. The development proposed in the Partial Review, by imposing a minimum of 2,200 surplus market homes on Cherwell, will cause harm to the delivery of the Cherwell Local Plan by rendering its outcomes unsustainable (for e.g. in terms of commuting patterns, increased congestion and pollution). Thus even by its own definition, the Partial Review is unsustainable and thus Unsound.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>The Plan can only be made Sound by addressing the issue of sustainability - and that means addressing the issue of housing affordability in a wider context than that of new construction. This approach would deliver thousands of unnecessary market homes to Cherwell - a result that flatly contradicts the guiding principle of sustainability in National Planning Policy. The Plan can only be made Sound by recognising the whole range of data in the Evidence Base and basing action upon a reasonable interpretation of that data, rather than cherry picking and misrepresenting data in the tendentious fashion of the Plan as currently presented. It must be noted that certain documents in the Evidence Base, notably the Sustainability Appraisal, are compromised by the fact they explicitly proceed from such tendentious misrepresentations.</p> | | | | | | | | |
| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | | | | | N Y Y Y |
| 2279 | <p>Comments</p> <p>The Tripartite supports Policy PR1. Also supports the reference in paragraph 5.20 that development 9(via the Partial Review) must not adversely affect the delivery of the Council's spatial strategy in the adopted Local Plan Part 1, which also contains policies relevant to development proposed via the Partial Review (also if necessary via Policy PR12b). However, as drafted, the Tripartite considers that the Policy is not consistent with Section 70(2) of the Town and Country Planning Act 1990 and Section 38 (6) of the Planning and Compulsory Purchase Act, 2004 (as amended), which provide that in dealing with any planning application the Council shall have regard to, inter alia, any other material considerations, which would include the National Planning Policy Framework, other national policy guidance and other considerations.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Proposed changes suggested to PR1:Development proposals to meet Oxford's needs will be supported if they: (1) Accord with the Vision, Objectives and Policies of this Partial Review; (2) Comply with other relevant Development Plan policies; (3) Pay regard to other material planning considerations (e.g. NPPF); and (4) Demonstrate that they will achieve sustainable development</p> <p>The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present (and/or represented) and participates at the Examination in order to assist the inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.</p> | | | | | | | | |
| PR-C-0846 | 10/10/2017 | Alison | Noel | | | | | | N |
| 2283 | <p>Comments</p> <p>Object to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need"because:• Oxford's Local Plan has not yet been finalised so Cherwell's allocation of homes is premature and is not an appropriatestrategy • The government has recently produced a new method for calculating housing need. This indicates that the "housingneed" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed andhousing allocations adjusted accordingly • Believes this proposal is unjustified and unsustainable.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | | | | | N N N Y |
| 5289 | <p>Comments</p> <p>The local planning process is sovereign and this includes not only the Cherwell Local Plan review but also the development of Oxford City's Local Plan. Given that the Partial Review concerns Oxford City's unmet housing need it would seem illogical that Cherwell may proceed with accepting the SHMA recommendation and determining the development sites whilst Oxford City has only just completed a consultation on the options for its Local Plan. This unreasonable situation is compounded by Cherwell's selection of Green Belt sites for the vast majority of the 4,400 houses. Our view is that exceptional circumstances will, of necessity in this context, have little basis in the absence of Oxford City's Local Plan. Partial Review should wait until Oxford City Council has confirmed their unmet housing need. Oxford City Council should explore all options including capacity. Detailed comments provided on the Housing and Economic Land Availability Assessment (HELAA).</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which are additionally supported, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.</p> <p>Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place.</p> | | | | | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
| 5290 | <p>Comments</p> <p>Referenced the 5 purposes of the Green Belt and NPPF paragraphs 82-84. Quotes provided on the Elmbridge Local Plan and Poole Local Plan. Quotes provided on NPPG's guidance on the Housing and Economic Land Availability Assessment (HELAA). Reference to Policy ESD14 of the adopted Local Plan Part 1. it is reasonable to conclude that whilst local districts may have accepted an apportionment of Oxford's unmet housing need the actual number is not absolute and the Local Plan process may determine that Cherwell, for example, is unable to accommodate the apportioned figure due to existing national policies, such as Green Belt. Conversely, Oxford City, through the development of its own Local Plan and consideration of urban density, re-allocation of land previously earmarked for employment use, etc. may determine that the total unmet housing need is lower than that recommended by the SHMA and post-SHMA work. The latter point will especially apply should Oxford City seek to justify exceptional circumstances to remove Green Belt land that falls within its own jurisdiction. Reference to Oxford's Preferred Options document.</p> <p>Changes Sought</p> <p>For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>"Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place"</p> | | | | | | | |
| PR-C-0848 | 08/10/2017 | Plamen | Petroff | | | | N | N |
| 2287 | <p>Comments</p> <p>Object to policy PR1(a) to build thousands of houses in this area to satisfy Oxford's alleged "unmet housing need" because:- The chosen area is not justified. With reference to the National Planning Policy Framework (NPPF), (Para 7) removing a gap between Oxford and Kidlington does NOT 'support strong, vibrant and healthy communities'. The facts are :- it reduces the Green Belt (by ignoring 'healthy'); provide houses for commuters (not to local people in need) to London (ignoring 'vibrant'); higher population and density do not automatically bring strength (ignoring 'strong'); it brings tension, because of the noise, traffic, pollution, inequality.- Merging cities (in this case Oxford and Kidlington) and making megacities is against the government policy.- Does not show a robust understanding of housing requirements in Oxfordshire.- Does not take into account any changes in population projections, migration and demographic trends after Brexit.- Does not take into account the new methodologies produced by the Government for calculating house needs, as a result the assessment if house needs is not objectively assessed and it is not based on fact (i.e. against the National Policy).- The proposal is unjustified, unsustainable and irreversible, by providing quick win for authorities and bringing long term damage for the community, present and future generations.</p> <p>Changes Sought</p> <p>Revise the Plan</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0850 | 10/10/2017 | Colin | Homans | | | | N | |
| 2291 | <p>Comments</p> <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0851 | 10/10/2017 | Margaret | Homans | | | | N | |
| 2296 | <p>Comments</p> <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0852 | 10/10/2017 | D | Homans | | | | N | |
| 2301 | <p>Comments</p> <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0856 | 10/10/2017 | Anne | Clifton | | | | N | |
| 2313 | <p>Comments</p> <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0857 | 10/10/2017 | Elaine | Oke | | | | N | |
| 2318 | <p>Comments</p> <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0858 | 10/10/2017 | Katherine | Andrews | | | | N | |
| 2323 | <p>Comments</p> <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-0859 | 10/10/2017 | S | Wentzel | | | | | N |
| 2328 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0860 | 10/10/2017 | Daphne | Hampson | | | | | N |
| 2333 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0861 | 10/10/2017 | | Walker | | | | | N |
| 2338 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0878 | 05/10/2017 | Tim | Davison | | | | | N |
| 2375 | Comments | | | | | | | |
| Object to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. • The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
| 2382 | Comments | | | | | | | |
| Objects based on the fact that the proposed number of 4,400 additional homes in Kidlington & surrounding area by 2031 has not been democratically assessed & scrutinised through public consultation. It is hoped that this will be addressed through any resulting public examination which should consider reducing the number of planned dwellings. The new Government method for calculating housing need has thrown doubt into the number of homes required to be built in Oxfordshire over this period. Particularly the need to build so many dwellings in the Green Belt (GB). Thus, a review of housing need, including an examination listening to local peoples concerns when making planning decisions is currently taking place. The results from this consultation is not scheduled to come into force until March 2018. It is therefore hoped that the proposals in the Cherwell Local Plan can be deferred until new directives have been published, along with revised housing numbers. It is also hoped that a redesign of the CDC proposals has taken place in order to preserve/protect as much of the GB as possible. However, in the event that CDC's proposed plan proceeds, then objections are made on the grounds that the partial review does not comply with national & local planning policies & will not meeting the proposed future visions & objectives. Increasing housing densities could reduce the amount of GB land taken and cause less degradation to the countryside. Concern is also expressed about CDC's proposals overwhelming the local infrastructure & overloading various public services. This would create risk to those who use them in Kidlington & surrounding area. The additional housing will also lead to increased congestion, pollution & accidents on the local road network. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Based on the representation, would like to reserve the right to respond if necessary. | | | | |
| PR-C-0885 | 06/10/2017 | Don | Manley | | | | | N |
| 2385 | Comments | | | | | | | |
| The homes Oxford "needs" should be found within Oxford's boundaries. The "needs" assessment in terms of numbers have not been convincingly proved. Moreover, there is no guarantee that the houses built between Oxford and Kidlington would be occupied by people working in Oxford - for whom they may well be too expensive. More likely the houses would be brought by London commutes. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0892 | 10/10/2017 | Brian | Dempster | | | | | N |
| 2398 | Comments | | | | | | | |
| Object to PR1 (a). Not convinced that there is a real need for the 4,400 houses as proposed. This is based on two criteria. Firstly property prices in Kidlington are already inflated beyond the reach of many people. Cannot believe that, unless Cherwell DC will be effectively legislating for and controlling the selling price of the houses that are built, then this will be any different under the proposals. Secondly there are already vacant homes in Kidlington, -largely because they are over priced for local people. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0895 | 10/10/2017 | Mrs Joyce | Morris | | | | | |
| 2409 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4000 houses in this area for Oxford overspill. The figures quoted in the estimate of Oxford's future housing needs have been highly inflated and is not justified. Little effort has been made to find areas within the City of Oxford where there could be new housing. Consider it unsustainable for Cherwell District to seek to build 4,400 homes to meet Oxford's housing need. The already considerable traffic problems on the roads leading to Oxford will become even worse. The main road through Kidlington, the A 4166 is already extremely slow moving in the rush hour. There will be pressure on the schools, the health centres and all local amenities. Building 4,400 houses will result in the destruction of many country walks and natural habitats. The pleasure and health benefits that local people experience by having access to these areas will be replaced by a less healthy, noisier and crowded environment. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0898 | 10/10/2017 | David | Burt | | N |
| 2416 | Comments | | | | |
| Object to Policy PR1a to build 4400 houses in this area for Oxford overspill. The 4400 houses requirement is based on a "Guesstimate" of future growth which has been heavily criticised as being unreliable and not justified. Oxford City has been prioritising business premises over housing for years and has ignored the impact on surrounding districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. The roads leading into Oxford are already congested and the extra traffic would make matters worse with increased air and noise pollution. Local Health facilities and schools which are already under pressure would be overwhelmed. The Green Belt's open countryside in which nearly 4400 houses are to be built would be lost for ever. The walks through the countryside in open air, so essential for the health and wellbeing of the population would disappear. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0899 | 10/10/2017 | Prof John | Morris | | N |
| 2419 | Comments | | | | |
| Strongly object to Policy PR1 (a) to build 4000 houses in this area for Oxford's overspill. The figures quoted in the estimate of Oxford's future housing needs have been inflated and the proposal not justified. Little effort has been made to find areas within the City of Oxford where there could be new housing. New housing should be provided as close as possible to where the jobs are and there is a good city bus service. It is unsustainable for Cherwell District to seek to build 4,400 homes to meet Oxford's housing need. The already considerable traffic problems on the roads leading into Oxford will become even worse. The main road through Kidlington, the A 4166 is already extremely slow moving in the rush hour. There will be pressure on the schools, the health centres and all local amenities. Building 4,400 houses will result in the destruction of many country walks and natural habitats. The pleasure and health benefits that local (and Oxford) people experience by having access to these areas, will be seriously eroded by a less healthy, noisier and crowded environment. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0900 | 10/10/2017 | Kieran | Brooks | | N |
| 2422 | Comments | | | | |
| Object to Policy PR1(a). The construction of 4,400 homes in this area for overspill from Oxford is not a justified or proven requirement. Oxford City should do more to meet its own housing needs. I don't believe that the duty to cooperate under the NPPF should be invoked to the proposed scale without further evidence that Oxford City cannot support further housing development within its own boundaries. The proposals place an unfair emphasis upon surrounding areas which will not benefit from their expansion in any way. The development & it's location will serve London Commuters, especially given the proximity to Oxford Parkway. The proposals are unsustainable. Oxford's "unmet housing needs" seem a convenient vehicle for Developers to service the 'Buy to Let' market & London Commuters. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0902 | 14/08/2017 | Mrs Elizabeth C | Mills | | N |
| 2429 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0903 | 14/08/2017 | HF | Way | | N |
| 2434 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0904 | 12/08/2017 | Michael | Cavey | | N |
| 2439 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0905 | 22/08/2017 | David | Elvidge | | N |
| 2444 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0906 | 07/08/2017 | Patricia Ann | Heath | | N |
| 2449 | Comments | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-0907 | 11/08/2017 | David G | Hitchens | | | | | N |
| 2454 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0908 | 11/08/2017 | Susan H | Booker | | | | | N |
| 2459 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0909 | 11/08/2017 | Mrs A P | Aust | | | | | N |
| 2464 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0910 | 08/08/2017 | J E | Cox | | | | | N |
| 2469 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0911 | 10/10/2017 | Mrs D | Harrys | | | | | N |
| 2474 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0912 | 08/08/2017 | Michael | Sims | | | | | N |
| 2479 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0913 | 07/08/2017 | Mr A | Leake | | | | | N |
| 2484 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0914 | 07/08/2017 | Moya | Hermon | | | | | N |
| 2489 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0915 | 06/08/2017 | Fred Paul | Brightmore | | | | | N |
| 2494 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0916 | 07/08/2017 | Mrs Patricia | Watson | | | | | N |
| 2499 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0917 | 07/08/2017 | Keith | Watson | | | | | N |
| 2504 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0918 | 10/10/2017 | Kelly | Balliu | | | | | N |
| 2509 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0919 | 07/08/2017 | Kevin & Natalie | Brownsill | | | | | N |
| 2514 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0921 | 14/08/2017 | Ursula | Dawson | | | | | N |
| 2524 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0921 | 14/08/2017 | Ursula | Dawson | | | | | N |
| 2528 | Comments | | | | | | | |
| Object to PR1a, PR3, PR11, plus unreasonable consultation process. Object to CDC failing to commission and examine an environmental report. It is NOT good enough to leave it to contractors. Strongly Object to CDC not representing the people of Cherwell and choosing to give into pressure from Oxford. Not acceptable. On your website you have 4 priorities; 1. Sound budgets & customer focussed council. You are ignoring the customer. 2. Thriving communities. You are intending to smash the community to pieces. 3. District of Opportunities. Letting Oxford City Council pressure you makes this a ridiculous statement. 4. Safe, clean and green. You are proposing lots of traffic, fumes, getting rid of Green Belt. Why are you proposing to do the opposite of what you state on you website are your priorities? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0922 | 10/08/2017 | C R | Masters | | | | | N |
| 2529 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0923 | 09/08/2017 | David | Barber | | | | | N |
| 2534 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0924 | 07/08/2017 | Mr & Mrs M J | Brown | | | | | N |
| 2539 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0925 | 08/08/2017 | Mrs S M | Atkins | | | | | N |
| 2544 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0926 | 10/10/2017 | M C | Makepeace | | | | | N |
| 2549 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0927 | 07/08/2017 | Moir | Robinson | | | | | N |
| 2554 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0928 | 07/08/2017 | Michael C | Warmington | | | | | N |
| 2559 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0929 | 18/08/2017 | P | Newman | | | | | N |
| 2564 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0930 | 02/08/2017 | Michael | Pollard | | | | | N |
| 2569 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0931 | 08/08/2017 | Mr & Mrs D G | Nash | | | | | N |
| 2574 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0932 | 08/08/2017 | W L H | Horlick | | | | | N |
| 2579 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0933 | 11/08/2017 | Clodagh | Jakuborin | | | | | N |
| 2584 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0934 | 23/08/2017 | Jack | Li | | | | | N |
| 2589 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0935 | 24/08/2017 | A | Davenport | | | | | N |
| 2594 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0936 | 10/10/2017 | Sheila | Nichols | | | | | N |
| 2599 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0937 | 19/08/2017 | Anne | Sandy | | | | | N |
| 2604 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0938 | 07/08/2017 | Kate | Rendle | | | | | N |
| 2609 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0939 | 16/08/2017 | J | Hill | | | | | N |
| 2614 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0940 | 16/08/2017 | Felicity | Peacock | | | | | N |
| 2619 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0941 | 14/08/2017 | I | Lyne | | | | | N |
| 2624 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0942 | 11/08/2017 | Mrs B | Bellinger | | | | | N |
| 2629 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0943 | 19/08/2017 | Madelaine | Demport | | | | | N |
| 2634 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0944 | 20/08/2017 | Ylber | Balliu | | | | | N |
| 2639 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0944 | 20/08/2017 | Ylber | Balliu | | | | | N |
| 2643 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0945 | 22/08/2017 | Sidney | Oretagu | | | | | N |
| 2648 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0946 | 19/08/2017 | Michael | Foster | | | | | N |
| 2653 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0947 | 19/08/2017 | Mrs Michele | Allen | | | | | N |
| 2658 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0948 | 16/08/2017 | P E | Clayton | | | | | N |
| 2663 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0949 | 11/08/2017 | John | Holding | | | | | N |
| 2668 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0950 | 10/08/2017 | Mr R M | Gynes | | | | | N |
| 2673 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0951 | 10/10/2017 | Julia | Middleton | | | | | N |
| 2678 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0952 | 10/10/2017 | Mr & Mrs F A | Williams | | | | | N |
| 2683 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0953 | 06/08/2017 | S | Wells | | | | | N |
| 2688 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0954 | 09/08/2017 | Mr Martin | Long | | | | | N |
| 2692 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0955 | 17/08/2017 | M | Blake | | | | | N |
| 2696 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0956 | 13/08/2017 | Margaret | Russell | | | | | N |
| 2700 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0957 | 17/08/2017 | Erdogan | Mustafa | | | | | N |
| 2077 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0958 | 19/08/2017 | Jane | Brooks | | | | | N |
| 2081 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0960 | 10/10/2017 | Mr & Mrs P | Bray | | | | | N |
| 2090 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0963 | 11/08/2017 | R | Hardwick | | | | | N |
| 2714 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0964 | 10/10/2017 | C K | Peddy | | | | | N |
| 2719 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0965 | 24/08/2017 | Nicky & Patrick | Forsythe | | | | | N |
| 2724 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0966 | 25/08/2017 | Mrs J D | Spacksman | | | | | N |
| 2729 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0967 | 29/08/2017 | A W | White | | | | | N |
| 2734 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0968 | 30/08/2017 | Jane | Green | | N |
| 2739 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | Reasons for Participation | | | |
| PR-C-0969 | 10/10/2017 | Kim | Weitzel | | N |
| 2744 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | Reasons for Participation | | | |
| PR-C-0970 | 31/08/2017 | G M | Brooke | | N |
| 2749 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | Reasons for Participation | | | |
| PR-C-0971 | 08/11/2007 | Mrs Claire | Ring | | N |
| 2754 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | Reasons for Participation | | | |
| PR-C-0973 | 31/08/2017 | Dr Guy | Harrison | | N |
| 2764 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | Reasons for Participation | | | |
| PR-C-0973 | 08/10/2017 | Guy | Harrison | | N |
| 1920 | Comments | | | | |
| | :Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. In the light of recent government revisions of the number of houses needed, this is a highly inflated estimate of need which is unsustainable. Quotes Leyla Moran MP's call at the parish council meeting for the whole consultation to be stopped until an accurate estimate of need has been made. The current plan would hugely worsen already unmanageable traffic congestion. It would increase air pollution and therefore be directly detrimental to the health and wellbeing of residents in the area. No funding has been identified for infrastructure and essential public services and already underfunded and struggling health and education services will deteriorate further. Oxford City Council has been allocating land for employment instead of housing in a county where there is very low unemployment and no urgent need to create new jobs. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council could and should do more to meet its own needs which would obviate the need for the proposed development. Moreover, very few of the houses would be affordable in reality given the track record of developers (witness prices at Barton Park). It is likely that most of the new houses will serve London commuters and that Kidlington's young people and the county's key workers still won't get the affordable housing they need. | | | | |
| | Changes Sought | Reasons for Participation | | | |
| PR-C-0974 | 22/08/2017 | Mrs Pamela | Lampard | | N |
| 2769 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | Reasons for Participation | | | |
| PR-C-0975 | 24/08/2017 | Mrs J | Franklin | | N |
| 2774 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | Reasons for Participation | | | |
| PR-C-0976 | 23/08/2017 | S P | Spacksman | | N |
| 2779 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | Reasons for Participation | | | |

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| PR-C-0977 | 23/08/2017 | R | Lewis | | | | | N |
| 2784 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0978 | 23/08/2017 | Mrs L | Gregory | | | | | N |
| 2789 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0979 | 24/08/2017 | Mrs Margaret | Eynon | | | | | N |
| 2794 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0980 | 10/10/2017 | Ruth | Higginson | | | | | N |
| 2799 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0981 | 13/08/2017 | K | Middleditch | | | | | N |
| 2804 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0982 | 14/08/2017 | Paul | Blake | | | | | N |
| 2809 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0983 | 16/08/2017 | Mr & Mrs J & M | Smith | | | | | N |
| 2814 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0984 | 17/08/2017 | Trevor | Cuss | | | | | N |
| 2819 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0985 | 18/08/2017 | Jenifer | Beesley | | | | | N |
| 2824 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0986 | 19/08/2017 | Farimah | Zarrivi | | | | | N |
| 2829 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0987 | 20/08/2017 | Timothy Kenneth | Simmons | | | | | N |
| 2834 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0988 | 20/08/2017 | Mrs M | Simmons | | | | | N |
| 2839 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0989 | 14/08/2017 | Heather | Field | | | | | N |
| 2844 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0990 | 17/08/2017 | Mr & Mrs G J | Barrett | | | | | N |
| 2849 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0991 | 07/08/2017 | P W | Harvey | | | | | N |
| 2854 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0992 | 21/08/2017 | Paul & Olga | Jones | | | | | N |
| 2859 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0993 | 19/08/2017 | R | Prowton | | | | | N |
| 2864 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0994 | 21/08/2017 | Mr M | Bennett | | | | | N |
| 2869 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0995 | 11/08/2017 | Marian | Adams | | | | | N |
| 2874 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0996 | 19/08/2017 | D | Grant | | | | | N |
| 2879 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0997 | 22/08/2017 | Mrs B M | Brown | | | | | N |
| 2884 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0998 | 12/08/2017 | Geoffrey | Ayres | | | | | N |
| 2889 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0999 | 13/09/2017 | Malcolm | Williams | | | | | N |
| 2894 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1000 | 20/09/2017 | Joan | Leech | | | | | N |
| 2899 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1001 | 06/09/2017 | Paul | Burgess | | | | | N |
| 2904 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1002 | 20/08/2017 | Peter & Amanda | Clarke | | | | | N |
| 2909 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1003 | 10/10/2017 | Mr & Mrs M J | Goodin | | | | | N |
| 2914 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1004 | 20/08/2017 | G W | McIntyre | | | | | N |
| 2919 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1005 | 21/08/2017 | Nicola | King | | | | | N |
| 2924 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1006 | 21/08/2017 | Mrs S | Amiralai | | | | | N |
| 2929 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1007 | 21/08/2017 | Chris & Diane | Hodgkins | | | | | N |
| 2937 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1009 | 16/08/2017 | Mrs A | Emberton | | | | | N |
| 2946 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1010 | 20/08/2017 | James | Philpott | | | | | N |
| 2951 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1011 | 23/08/2017 | Tony | Norris | | | | | N |
| 2956 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1012 | 24/08/2017 | T | Norris | | | | | N |
| 2097 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1013 | 23/08/2017 | Reg | Bendall | | | | | N |
| 2102 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1015 | 03/09/2017 | Michael | Trinder | | | | | N |
| 2966 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1016 | 03/09/2017 | Christine | Trinder | | | | | N |
| 2971 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1017 | 17/08/2017 | Mrs | Newing | | | | | N |
| 2976 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1018 | 24/08/2017 | John & Maire | Walden | | | | | N |
| 2981 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1019 | 30/08/2017 | Mrs Janet | Jeffreys | | | | | N |
| 2986 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1020 | 31/08/2017 | Raymond | Suter | | | | | N |
| 2991 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1021 | 30/07/2017 | Jenny | Cooper | | | | | N |
| 2996 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1022 | 25/08/2017 | George | Wakefield | | | | | N |
| 3001 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1023 | 24/08/2017 | Ann | Ayris | | | | | N |
| 3006 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1024 | 24/08/2017 | Rodger | Ayris | | | | | N |
| 3011 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1025 | 08/08/2017 | Eileen | Bloomer | | | | | N |
| 3016 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1026 | 19/08/2017 | Mrs C L | Roberts | | | | | N |
| 3021 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1027 | 24/08/2017 | A A | Green | | | | | N |
| 3026 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1028 | 24/08/2017 | Mrs C | Green | | | | | N |
| 3031 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1029 | 24/08/2017 | Mrs S | Higgins | | | | | N |
| 3036 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1030 | 01/09/2017 | F L G | Ratford | | | | | N |
| 3041 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1031 | 24/08/2017 | David | Blackwell | | | | | N |
| 3046 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1032 | 11/09/2017 | Mr & Mrs | Mayling | | | | | N |
| 3051 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1033 | 17/09/2017 | Peter | Gough | | | | | N |
| 3056 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1034 | 15/09/2017 | Emma | Gough | | | | | N |
| 3061 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1035 | 18/08/2017 | Jo | Gough | | | | | N |
| 3066 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1036 | 18/09/2017 | Andrea | Van Rooyen | | | | | N |
| 3071 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1037 | 25/09/2017 | J P | McArdle | | | | | N |
| 3076 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1038 | 02/10/2017 | Mrs G | Honey | | | | | N |
| 2112 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1039 | 09/08/2017 | David | Payne | | | | | N |
| 2117 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1040 | 05/10/2017 | Dr J D | Priddle | | | | | N |
| 2122 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1041 | 05/10/2017 | Deborah | Quare | | | | | N |
| 3079 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1042 | 03/10/2017 | Rosemary | Werlinger | | | | | N |
| 3084 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1043 | 04/10/2017 | Beccy | McKenna-Jones | | | | | N |
| 3089 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1044 | 13/08/2017 | Dennis, Wendy, Steve | Richens | | | | | N |
| 3094 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1045 | 09/10/2017 | T J | Soanes | | | | | N |
| 3099 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1046 | 09/10/2017 | Tim | Madge | | | | | N |
| 3104 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1047 | 15/08/2017 | G E | Dunn | | | | | N |
| 3109 | Comments | | | | | | | |
| Objects to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1048 | 14/08/2017 | D | Pittick | | | | | N |
| 3114 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1049 | 15/08/2017 | Emma | Luo | | | | | N |
| 3119 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1050 | 18/08/2017 | Ann & Phil | Smith & Urquhart | | | | | N |
| 3124 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1051 | 18/08/2017 | Robert | Bruce | | | | | N |
| 3129 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1052 | 18/08/2017 | Mrs Elizabeth | Bruce | | | | | N |
| 3134 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1053 | 17/08/2017 | TJ | White | | | | | N |
| 3139 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1054 | 19/08/2017 | Sandra | Whitfield | | | | | N |
| 3144 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1055 | 08/08/2017 | Barry | Hiles | | | | | N |
| 3149 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1056 | 24/08/2017 | Mrs Valerie | Brennan | | | | | N |
| 3154 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1057 | 10/10/2017 | S D | Rugg | | | | | N |
| 3159 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1058 | 23/08/2017 | Mr & Mrs | Moore | | | | | N |
| 3164 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1059 | 04/10/2017 | Clare | Phillips | | | | | N |
| 3169 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1060 | 01/10/2017 | Mrs F M | Boolt | | | | | N |
| 3174 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1061 | 02/10/2017 | Peter | Druce | | | | | N |
| 3179 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1063 | 24/08/2017 | L & CF | McKeever | | | | | N |
| 3189 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1064 | 20/08/2017 | E | Morris | | | | | N |
| 3194 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1065 | 23/09/2017 | Norma | Aubertin-Potter | | | | | N |
| 3199 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1066 | 28/09/2017 | Anthony | Andrews | | | | | N |
| 3204 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1067 | 21/09/2017 | Gordon | Tasker | | | | | N |
| 3209 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1068 | 10/08/2017 | Mrs Joyce | Ruiz | | | | | N |
| 3214 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1069 | 23/08/2017 | Louise M | Green | | | | | N |
| 3219 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1070 | 10/10/2017 | A V | Smith | | | | | N |
| 3224 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1071 | 24/08/2017 | Matt | Bassett | | | | | N |
| 3229 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1072 | 27/08/2017 | Julia | Cameron | | | | | N |
| 3234 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1073 | 17/08/2017 | Mr CW & Mrs PS | Armstrong | | | | | N |
| 3239 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1074 | 08/08/2017 | David | Bloomer | | | | | N |
| 3244 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1075 | 21/08/2017 | J | Mills | | | | | N |
| 3249 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1076 | 21/08/2017 | Pauline | Kearney | | | | | N |
| 3254 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1077 | 24/09/2017 | John | Sear | | | | | N |
| 3259 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1078 | 21/09/2017 | Glenda | de la Bat Smit | | | | | N |
| 3264 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1079 | 22/07/2017 | Chris | Eyre | | | | | N |
| 3269 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1080 3274 | 22/07/2017 | Mrs S | Connell | | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1081 3279 | 22/07/2017 | D | Knott | | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1082 3283 | 22/07/2017 | George A | Innes | | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1083 3287 | 22/07/2017 | D | Jones | | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1084 3292 | 04/10/2017 | Mr R G & Mrs C | Littlewood | | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1085 3296 | 04/10/2017 | Mrs S | Morton | | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1086 3301 | 25/08/2017 | Michael S | Bradley | | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1087 3306 | 11/09/2017 | C | Sherriff | | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1088 3310 | 28/09/2017 | Mrs Sheila | Churchill | | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1089 3315 | 25/09/2017 | Wendy | Cowley | | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1090 | 28/09/2017 | R E | Hunt | | | | | | N |
| 3320 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1091 | | June | Boffin | | | | | | N |
| 3325 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. We need the green spaces for us and our children. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1092 | 25/09/2017 | Bernard | Boffin | | | | | | N |
| 3330 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1093 | 29/09/2017 | Simon | Godsave | | | | | | |
| 3335 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1094 | 28/09/2017 | Mrs | Godsave | | | | | | N |
| 3340 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1095 | 05/09/2017 | Jackie & Steve | Garlick | | | | | | N |
| 3345 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1096 | 05/10/2017 | Sue | Wrist | | | | | | |
| 3350 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1097 | 05/10/2017 | Mr & Mrs | Hand | | | | | | N |
| 3355 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1098 | 05/10/2017 | Betty | Laitt | | | | | | N |
| 3360 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1099 | 10/10/2017 | Turid | Walsh | | | | | | N |
| 3365 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1100 | 09/10/2017 | Vassilis | Karatzios | | | | | N |
| 3569 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1100 | 10/10/2017 | Vassilis | Karatzios | | | | | N |
| 3370 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1101 | 10/10/2017 | Brian | Beesley | | | | | N |
| 3375 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1102 | 09/10/2017 | Sarah | Karatzios | | | | | N |
| 3564 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1102 | 10/10/2017 | Sarah | Karatzios | | | | | N |
| 3380 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1103 | 12/09/2017 | A E | Dudley | | | | | N |
| 3385 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1105 | 10/10/2017 | Mrs Alison | Machin | | | | | N |
| 3398 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1105 | 10/10/2017 | Mrs Alison | Machin | | | | | N |
| 3403 | Comments | | | | | | | |
| Oxford should be considering the many GB spaces that are available to build affordable homes in and around the city and should not be considering Cherwell as the answer to it's own housing problem. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1106 | 10/10/2017 | Katrina | Jenkins | | | | | N |
| 3405 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1107 | 10/10/2017 | V | Butcher | | | | | N |
| 3410 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1108 | 10/10/2017 | Roy | Hounslow | | |
| 3415 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1109 | 10/10/2017 | Hilary | Watkins | | N |
| 3420 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1110 | 25/09/2017 | Miss L | Smith | | N |
| 3425 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1111 | 10/10/2017 | Norman | Davies | | N |
| 3430 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1112 | 10/10/2017 | Miss P | Edgington | | N |
| 3435 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1113 | 10/10/2017 | Linda | Brogden | | N |
| 3440 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1114 | 10/10/2017 | RK | Brogden | | N |
| 3445 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1115 | 10/10/2017 | William | Norton | | N |
| 3450 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1116 | 10/10/2017 | J | Nelson | | N |
| 3455 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1117 | 10/10/2017 | P | Clarke | | N |
| 3460 | Comments | | | | |
| | Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |

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| PR-C-1118 | 10/10/2017 | Bryan | Franks | | | | | N |
| 3465 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1119 | 10/10/2017 | R | Wheeler | | | | | N |
| 3470 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1120 | 10/10/2017 | Mrs R | Brown | | | | | N |
| 3475 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1121 | 10/10/2017 | L | Sullivan | | | | | N |
| 3480 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1122 | 10/10/2017 | Mrs Josephine | Lee | | | | | N |
| 3485 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1123 | 10/10/2017 | Mr & Mrs K & J | Abraham | | | | | N |
| 3490 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1124 | 10/10/2017 | Mr M | Stringer | | | | | N |
| 3495 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1125 | 13/09/2017 | C M | Jackson-Houlston | | | | | N |
| 3501 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1126 | 06/09/2017 | Kim | Bennell | | | | | N |
| 3505 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1127 | 14/09/2017 | P & B J | Wood | | | | | N |
| 3510 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1128 | 25/09/2017 | Mark | Gardner | | | | | N |
| 3515 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1129 | 18/09/2017 | Mrs M G | Kibbey | | | | | N |
| 3520 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1130 | 24/09/2017 | Richard L | Eddy | | | | | N |
| 3525 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1131 | 24/09/2017 | Amy & Michael | Shorter | | | | | N |
| 3529 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1132 | 10/10/2017 | Sonya | Willoughby | | | | | N |
| 4358 | Comments | | | | | | | |
| Objection to building 4,400 houses in this area for Oxford overspill. This is not a proven requirement. It is based on a highly inflated estimate of housing need in the county. It is not sustainable. Consultation should be deferred until true figure known. Currently property is not selling locally as people cannot afford it - why build more unaffordable houses - this will only attract London commuters. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1132 | 26/08/2017 | Sonya | Willoughby | | | | | N |
| 3534 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1133 | 06/10/2017 | Mrs J & Mr C | Floyd | | | | | N |
| 3539 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1134 | 06/10/2017 | Margaret & David | Dee | | | | | N |
| 3544 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1135 | 05/10/2017 | R D | Walton | | | | | N |
| 3549 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1136 | 06/10/2017 | G | Furry | | | | | N |
| 3554 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1137 | 09/10/2017 | David | Lee | | N |
| 3559 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1140 | 06/10/2017 | Sheila E | Middleton | | N |
| 3574 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1141 | 08/09/2020 | Lawrence J | Middleton | | N |
| 3579 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1142 | 30/09/2017 | Mrs Patricia | Shaw | | N |
| 3584 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1143 | 04/10/2017 | Ray | Norrie | | N |
| 3589 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1144 | 01/10/2017 | M J | Elliott | | N |
| 3594 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1145 | 01/10/2017 | Mrs M | Elliott | | N |
| 3599 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1146 | 04/10/2017 | Daria | Nastri | | N |
| 3609 | Comments Objection to build 4400 houses in this area for Oxford overspill. This is not a proven requirement, not justified and not sustainable. It would worsen pollution and traffic problems, overstretch schools and hospitals even more. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1146 | 04/10/2017 | Daria | Nastri | | N |
| 3604 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1147 | 04/10/2017 | Mik | Ashfield | | N |
| 3617 | Comments Objection to build 4400 houses in this area for Oxford overspill. This is not a proven requirement, not justified and not sustainable. It would worsen pollution and traffic problems, overstretch schools and hospitals even more. | | | | |
| | Changes Sought | | Reasons for Participation | | |

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| PR-C-1147 | 04/10/2017 | Mik | Ashfield | | | | | N |
| 3612 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1148 | 02/10/2017 | Lucy | Pilgrim | | | | | N |
| 3619 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1148 | 02/10/2017 | Lucy | Pilgrim | | | | | N |
| 3624 | Comments | | | | | | | |
| The Strategic Housing Management Assessment report is discredited and incorrect. These figures are unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1149 | 03/10/2017 | Mary | Franks | | | | | N |
| 3627 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1150 | 25/09/2017 | Robin | Cowley | | | | | N |
| 3632 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1151 | 09/09/2017 | Ida D | Leach | | | | | N |
| 3637 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1152 | 12/08/2017 | Georgina | Ashton | | | | | N |
| 3642 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1153 | 12/08/2017 | G | Pollard | | | | | N |
| 3647 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1154 | 16/08/2017 | Lianne | O'Sullivan | | | | | N |
| 3652 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1155 | 11/08/2017 | Emma & Gary | Billingham & Sargent | | | | | N |
| 3657 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1156 | 12/08/2017 | N H | Crombie | | | | | N |
| 3662 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1157 | 12/08/2017 | Joanna | Towersey | | | | | N |
| 3667 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1158 | 11/08/2017 | Richard | Priscott | | | | | N |
| 3672 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1159 | 10/10/2017 | Mrs J | Riordan | | | | | N |
| 3677 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1160 | 06/07/2017 | S | Tonkin | | | | | N |
| 3682 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1161 | 05/09/2017 | Mr & Mrs J | Holland | | | | | N |
| 3687 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1162 | 24/08/2017 | Mr & Mrs L | Lacey | | | | | N |
| 3693 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1163 | 11/07/2017 | Mrs Bettina | Lewington | | | | | N |
| 3698 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1164 | 24/08/2017 | Stephen | Mundy | | | | | N |
| 3703 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1165 | 23/08/2017 | Dr Nika, Jiri | Abu, Faytl | | | | | N |
| 3709 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1166 | 24/08/2017 | Mr Ken | Morris | | | | | N |
| 3714 | Comments | | | | | | | |
| Objects to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1167 | 21/08/2017 | Mrs Pauline | Rushby | | | | | N |
| 3719 | Comments | | | | | | | |
| Objects to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1168 | 08/08/2017 | Christopher | Cosby | | | | | N |
| 3724 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1169 | 11/08/2017 | Jan & Andy | Hodgson | | | | | N |
| 3729 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1170 | 09/08/2017 | Mr & Mrs M | Fennymore | | | | | N |
| 3734 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1171 | 12/08/2017 | Matthew | Hunt | | | | | N |
| 3739 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1172 | 08/08/2017 | Robin | Carey | | | | | N |
| 3744 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1173 | 30/08/2017 | Mrs M | Henton | | | | | N |
| 2127 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1174 | 30/08/2017 | Larysa | Yurkova | | | | | N |
| 2132 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1175 | 14/08/2017 | Mrs J | Townsend | | | | | N |
| 2137 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1176 | 23/08/2017 | Eileen & Allan | Nicholls | | | | | N |
| 3750 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1177 | 18/08/2017 | Mr D | Townsend | | | | | N |
| 3755 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1178 | 11/08/2017 | Christina | Allen | | | | | N |
| 3760 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1179 | 09/08/2017 | Mrs S E | Bullock | | | | | N |
| 3765 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1180 | 10/08/2017 | Mrs A | Brenan | | | | | N |
| 3770 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1181 | 09/08/2017 | Mrs | Baggett | | | | | N |
| 3775 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1182 | 19/08/2017 | Mrs F | Haley | | | | | N |
| 3780 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1183 | 19/08/2017 | Mrs Celia | Wilson | | | | | N |
| 3785 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1184 | 19/08/2017 | M | O'Mahoney | | | | | N |
| 3790 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1185 | 19/08/2017 | N | O'Mahoney | | | | | N |
| 3795 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1186 | 12/08/2017 | Heather | Eustice | | | | | N |
| 3800 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1187 | 14/08/2017 | Mrs J | Butler | | | | | N |
| 3805 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1188 | 10/08/2017 | N B | Tinnion | | | | | N |
| 3810 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1189 | 05/08/2017 | Terence | Yeatman | | | | | N |
| 3815 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1190 | 14/08/2017 | Mrs A | Wyatt | | | | | N |
| 3821 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1191 | 18/08/2017 | Mark | Dilks | | | | | N |
| 3826 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1192 | 23/08/2017 | David & Alison | Cook | | | | | N |
| 3831 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1193 | 08/08/2017 | Robert | Craig | | | | | N |
| 3836 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1194 | 19/08/2017 | Lauren | Bates-Brownsword | | | | | N |
| 3841 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1195 | 23/08/2017 | D | Dean | | | | | N |
| 3846 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1196 | 08/08/2017 | Dianne | Bates-Brownsword | | | | | N |
| 3851 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1197 | 08/08/2017 | Darryl | Bates-Brownsword | | | | | N |
| 3861 | Comments | | | | | | | |
| Objection to building 4,400 houses in the Kidlington area. This is unsustainable and will worsen traffic problems and pollution. GB will be lost to future generations and natural habitat of many wildlife and plans will be destroyed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1197 | 08/08/2017 | Darryl | Bates-Brownsword | | | | | N |
| 3857 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1198 | 23/08/2017 | Malcolm & Joy | Axtell | | | | | N |
| 3863 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1199 | 10/10/2017 | Le | Brun | | | | | N |
| 3868 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1200 | 21/08/2017 | Yvonne | Bunn | | | | | N |
| 3873 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1201 | 20/08/2017 | Alison | Turner | | | | | N |
| 3877 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1202 | 08/08/2017 | Mary | Timms | | | | | N |
| 3881 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1203 | 13/08/2017 | Richard | Hutchinson | | | | | N |
| 3889 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1204 | 13/08/2017 | Bridget | Blyth | | | | | N |
| 3893 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1205 | 13/08/2017 | Jake | Bennett | | | | | N |
| 3897 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1206 | 13/08/2017 | Sean | Blyth | | | | | N |
| 3901 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1207 | 13/08/2017 | Kate | Blyth | | | | | N |
| 3905 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1208 | 10/10/2017 | Mrs | Gonelt | | | | | N |
| 3909 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1209 | 12/08/2017 | Andrew & Caroline | Luckraft & Blunear | | | | | N |
| 3913 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1210 | 11/08/2017 | Jacqueline | Palmer | | | | | N |
| 3917 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1211 | 15/08/2017 | J M | Dow | | | | | N |
| 3921 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1212 | 14/08/2017 | M | Dimech | | | | | N |
| 3925 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1213 | 10/10/2017 | Rennie | Kennedy | | | | | N |
| 3929 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1214 | 18/08/2017 | S | Brain | | | | | N |
| 3933 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1215 | 17/08/2017 | Mrs T R | Brodie | | | | | N |
| 3937 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1216 | 14/08/2017 | Mrs A | Pearce | | | | | N |
| 3941 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1217 | 17/08/2017 | E | Lambourne | | | | | N |
| 3945 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1218 | 17/08/2017 | R | Lambourne | | | | | N |
| 3949 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1219 | 10/10/2017 | Mrs Frances | Clinkard | | | | | |
| 3953 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1220 | 16/08/2017 | F | Boult | | | | | N |
| 3957 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1221 | 16/08/2017 | Janet | Stevens | | | | | N |
| 3961 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1222 | 17/08/2017 | Thom | Murton | | | | | N |
| 3965 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1223 | 16/08/2017 | Diana | Lintott | | | | | N |
| 3969 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1224 | 18/08/2017 | Mr B | May | | | | | N |
| 3973 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1225 | 18/08/2017 | Mr & Mrs L B | Darcey | | | | | N |
| 3977 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1226 | 08/08/2017 | Daniel | Mason | | | | | N |
| 3981 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1227 | 17/08/2017 | C | Blake | | | | | N |
| 3985 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1228 | 15/08/2017 | H & C | Wardrop | | | | | N |
| 3989 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1229 | 17/08/2017 | Jane | Rendle | | | | | N |
| 3993 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1230 | 07/08/2017 | Elizabeth R | Rendle | | | | | N |
| 2143 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1231 | 17/08/2017 | Kim | Lee | | | | | N |
| 2150 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to Policies, PR1(a), PR3, PR11 and it is an unreasonable consultation process. Countryside, landscape and walks will disappear. The current infrastructure will not cope with increased population. Traffic congestion during peak periods will be much worse. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1231 | 17/08/2017 | Kim | Lee | | | | | N |
| 2147 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1232 | 17/08/2017 | Lucy | Tarrant | | | | | N |
| 2151 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1233 | 05/09/2017 | Mrs I | Thatcher | | | | | N |
| 2155 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1234 | 24/08/2017 | Steph | Bishop | | N |
| 3996 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1235 | 12/08/2017 | L | Ayres | | N |
| 4000 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1236 | 26/08/2017 | Chris | Grace | | N |
| 4004 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1237 | 28/08/2017 | Peter B | Jeffreys | | N |
| 4008 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1238 | 22/09/2017 | Dr G P | Maddison | | N |
| 4012 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1239 | 04/09/2017 | Mr & Mrs F | Sarvari | | N |
| 4016 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1240 | 10/10/2017 | W | Brown | | N |
| 4020 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1241 | 14/08/2017 | Thomas | Pilgrim | | N |
| 4024 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1242 | 22/08/2017 | Zita | Quinn | | N |
| 4028 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1243 | 21/08/2017 | Steve | Burbridge | | N |
| 4032 | Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | |
| | Changes Sought | | Reasons for Participation | | |

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| PR-C-1244 | 13/08/2017 | Pascal | Godard | | | | | N |
| 4036 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1245 | 20/08/2017 | Mrs M H | Ford | | | | | N |
| 4040 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1246 | 22/08/2017 | Mr B E | Braley | | | | | N |
| 4044 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1247 | 10/10/2017 | Maureen | Gale | | | | | N |
| 4048 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1248 | 22/08/2017 | Mrs D | Gregory | | | | | N |
| 4052 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1249 | 22/08/2017 | Sandy | Lord | | | | | N |
| 4056 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1250 | 25/08/2017 | Marcy | Yousaf | | | | | N |
| 4060 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1251 | 18/08/2017 | Catherine | Sykes | | | | | N |
| 4064 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1252 | 15/08/2017 | Joan | Hadaway | | | | | N |
| 4068 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1253 | 21/08/2017 | Mr & Mrs R S | White | | | | | N |
| 4072 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1254 4076 | 21/08/2017 | Mr A | Bishop | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1255 4080 | 17/08/2017 | Philippa | Burrell | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1256 4084 | 16/08/2017 | Margaret | Crick | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1257 4088 | 17/08/2017 | Gerald | Whitehouse | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1257 4091 | 17/08/2017 | Gerald | Whitehouse | | | | | N |
| Comments Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to Policies PR1(a), PR3, PR11 and the unreasonable consultation process. What is proposed is rash and ill advised. Please reconsider. Prudence is paramount. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1260 2165 | 17/08/2017 | D R | Pickvance | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1261 2171 | 23/08/2017 | Mr & Mrs A | Sinnott | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1263 4098 | 11/08/2017 | Mr B | Hosier | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1264 4102 | 10/08/2017 | Brian | Parkinson | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |
| PR-C-1265 4106 | 10/08/2017 | Mrs P & Miss S | Cranfield | | | | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | | | | | |
| Reasons for Participation | | | | | | | | |

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| PR-C-1266 | 23/08/2017 | Margaret | Beavan | | | | | | N |
| 4110 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1267 | 23/08/2017 | Mr W A | Edgington | | | | | | N |
| 4114 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1268 | 22/08/2017 | S | Bevis | | | | | | N |
| 4118 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1269 | 22/08/2017 | Mrs I | Kabat | | | | | | N |
| 4122 | Comments | | | | | | | | |
| Objects to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1270 | 10/10/2017 | Derek & Barbara | Luke | | | | | | N |
| 4127 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1271 | 24/08/2017 | G M | Waddle | | | | | | N |
| 4132 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1272 | 19/08/2017 | Mr & Mrs J | Lloyd | | | | | | N |
| 4137 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1273 | 20/08/2017 | June | Taylor | | | | | | N |
| 4142 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1274 | 21/08/2017 | Gordon | Wyles | | | | | | N |
| 4147 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1275 | 18/08/2017 | Mrs Marjory | Kilby | | | | | | N |
| 4152 | Comments | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1276 | 19/08/2017 | Mr M | Pratley | | | | | N |
| 4157 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1277 | 19/08/2017 | Miss B | Pratley | | | | | N |
| 4162 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1279 | 20/08/2017 | D | Williams | | | | | N |
| 4171 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1280 | 20/08/2017 | Mrs | Williams | | | | | N |
| 4176 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1281 | 18/08/2017 | Dawn | Williams | | | | | N |
| 4181 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1282 | 14/08/2017 | Mr & Mrs B | Knight | | | | | N |
| 4186 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1283 | 22/08/2017 | NP | Barrett | | | | | N |
| 4191 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1284 | 22/08/2017 | Mrs J | Barrett | | | | | N |
| 4197 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1285 | 17/08/2017 | Diana | Bouckham | | | | | N |
| 4201 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1286 | 17/08/2017 | Mr & Mrs R | Shepherd | | | | | N |
| 4205 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1287 2179 | 15/08/2017 | Mr & Mrs R | Harris | | N |
| Comments Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We object to PR1 and PR3. Green Belt means Green Belt forever. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1287 2176 | 15/08/2017 | Mr & Mrs R | Harris | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1288 2180 | 14/08/2017 | Kim | Martin | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1289 2184 | 14/08/2017 | Ann | Martin | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1290 4210 | 15/08/2017 | David & Janet | Davis | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1291 4214 | 15/08/2017 | Mr D | Myers | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1292 4218 | 14/08/2017 | Mr B & Mrs J | Higgins | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1293 4222 | 10/10/2017 | L | Howard | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1294 4226 | 14/08/2017 | C | Howard | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1295 4230 | 12/08/2017 | E | Bolden | | N |
| Comments Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-1296 | 10/08/2017 | Alison | Ingram | | | | | N |
| 4234 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1297 | 09/08/2017 | A | Kelly | | | | | N |
| 4238 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1298 | 10/10/2017 | M J | Kelly | | | | | N |
| 4242 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1299 | 15/08/2017 | S M | Rawlings | | | | | N |
| 4246 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1300 | 13/08/2017 | Mr & Mrs M | Evans | | | | | N |
| 4250 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1301 | 11/08/2017 | Mrs K J | Mansfield | | | | | N |
| 4254 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1302 | 22/08/2017 | Mrs M | Duffield | | | | | N |
| 4258 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1303 | 18/08/2017 | P | Foyle | | | | | N |
| 4262 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1304 | 02/10/2017 | Graham | Perks | | | | | N |
| 4266 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1305 | 07/10/2017 | Catherine Mary | MacRobert | | | | | N |
| 4270 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1306 | 02/10/2017 | Lucy | Moore | | | | | N |
| 4274 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1307 | 04/10/2017 | Dr Robert | McGurrin | | | | | N |
| 4278 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1308 | 06/10/2017 | Carolina & Peter | Laitt | | | | | N |
| 4282 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1309 | 06/10/2017 | Alicia | Gardner | | | | | N |
| 4286 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1309 | 06/10/2017 | Alicia | Gardner | | | | | N |
| 4289 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with reasons PR1(a), PR3, PR11 and unreasonable consultation process. Therefore, I oppose construction on the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1310 | 06/10/2017 | Douglas | Roberts | | | | | N |
| 4290 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1310 | 06/10/2017 | Douglas | Roberts | | | | | N |
| 4293 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with objections, PR1(a), PR3 and PR11 and to help save the Green Belt, the local countryside and our rural villages in Cherwell and Oxford's unmet housing needs. I support the stance CPRE Oxfordshire have taken that the city could meet most, if not all of it's housing needs within its own boundaries by prioritising land for housing and making sure houses are genuinely affordable homes that people are hoping for. This could be achieved by making better use of brownfield sites and taking a step increase in density targets. Extra housing would require extra transport requirements, but there appears to be no proposals to cope with increased traffic and congestion. Plans should be put on hold until this is addressed. Also Sandy Lane should be improved, not closed to vehicles. I believe CDC can do better with regard to building the required houses without concreting very the Green Belt we require for future generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1311 | 05/10/2017 | Adrian | Thomas | | | | | N |
| 4294 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1312 | 09/10/2017 | Anita | Bayne | | | | | N |
| 4297 | Comments | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1313 4301 | 09/10/2017 | Simon | Barnard | | | | | | N |
| Comments | | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1314 4306 | 05/10/2017 | M A | Collier | | | | | | N |
| Comments | | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1315 4310 | 07/10/2017 | S J W | McFarlane | | | | | | N |
| Comments | | | | | | | | | |
| Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1323 4336 | 10/10/2017 | Erlinda | Boyle | | | | | | |
| Comments | | | | | | | | | |
| Object to PR1(a), building 4,400 homes to satisfy Oxfords alleged 'unmet housing needs' because this would exacerbate the worsening traffic problems to and from Oxford City, particularly during peak hours. This is not well thought out and unsustainable. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1343 4393 | 09/10/2017 | Miss Josephine | Willoughby | | | | | | N |
| Comments | | | | | | | | | |
| Objects to building 4,400 houses to satisfy Oxfords alleged "unmet housing need" because: Oxfords LP has not yet been prepared so Cherwell's allocation of homes is premature & is not an appropriate strategy. The Govt. has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated in the SHMA. This needs re-assessment & housing allocation adjusted accordingly. It is unjustified & unsustainable | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1360 4431 | 09/10/2017 | Dr Graciela Iglesias | Rogers | | | | | | N |
| Comments | | | | | | | | | |
| PR1(a) to build 4,400 houses in this area under the argument that such a measure will provide affordable housing to Oxford City. Such view is based on a highly inflated estimate of housing needs as recognized by a recently released national government study which shows that the current SHMA housing targets are perhaps double of what is needed. It is therefore, unjustified and unsound. The plan has also not been positively prepared and as a result is not effective and unsustainable. Far from helping Oxford City, the present plan seems designed to satisfy London's housing and leisure demand – and in the process, it may well put many lives at risk. Practically all the areas selected for development are located near the newly opened Oxford Parkway railway station which offers a direct link to London Marylebone station and to the so-called 'London-Oxford Airport', a vast brown site surprisingly overlooked by this development plan, yet Oxford's need of a commercial airport is highly questionable considering that the city is located within easy reach of Heathrow, Birmingham and Gatwick airports. Instead, the Green Belt's open countryside will be sacrificed for ever and its walks and views lost. Natural habitats and wildlife will be destroyed. Locating 4,000 houses in its place and under the flight-path of a growing number of private jets and helicopters taking off and landing in the vicinity seems to be tempting providence. The name of the village of Begbroke ('Beg-broke') and those of its streets ending on 'Quarry' and 'Spring' are not accidental. The fields surrounding them are areas known for suffering occasional flooding and were once the site of a quarry (thus liable to subsidence). Home insurance there – if provided at all – could be very costly. Additionally, the present proposal will turn the relatively peaceful historic villages of Yarnton and Begbroke into an anodyne London commuting suburb (the north of Oxford City will become part of a vast urban sprawl encompassing Kidlington, Cutteslowe, Wolvercote, Yarnton, Begbroke and Bladon) that will become breeding grounds for social discontent. Developers across the country consistently default on their affordable housing quota. Predicted prices for so called starter homes at Barton Park, for example, are already beyond the reach of first-time buyers. Most of the new houses are likely to serve the London-commuter and buy to-let markets. Oxford City young people and the county's key workers still won't get the truly affordable housing they need. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1361 4432 | 09/10/2017 | Mrs Lorna | Logan | | | | | | N |
| Comments | | | | | | | | | |
| Objects to PR1(a) because: Oxford's LP has not yet been prepared so Cherwell's allocation of homes is premature & is not an appropriate strategy. The Govt. has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the SHMA. This needs to be re-assessed & housing allocations adjusted accordingly. Believes the proposal is unjustified & unsustainable. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1366 4437 | 09/10/2017 | Dr & Mrs Charles | Steiner | | | | | | N |
| Comments | | | | | | | | | |
| Object to PR1a, building 4,400 houses to satisfy Oxford's alleged 'un-met need' because; Oxford's LP hasn't been prepared yet, so CDC's allocation of homes is premature. The Government's new calculation method for housing need indicates less homes are needed, thus it should be adjusted accordingly. Proposal is unjustified & unsustainable. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1368 | 09/10/2017 | Helen | Allen | | | | | |
| 4449 | Comments | | | | | | | |
| <p>The justification for building 4,400 homes in the GB cannot be proved, and Oxford could build houses on the Northern Gateway development instead of making it a business development and thereby increasing the need for housing. Surely the problem is that too many local jobs cannot be filled due to a lack of affordable housing. Oxford City Council is putting economic development before the retention of the GB, which is not consistent with government guidance. Oxford could do more for its housing problem by reducing and enforcing the cap on the number of Oxford Brookes' students in private rented accommodation, which would release housing for families and could even be bought by the Council to provide another option. They could also ensure that the Oxford Brookes development for 800 students in Cowley is used to house students currently occupying Oxford's housing stock and not enable it to recruit more students. Oxford Council should also enquire as to why neither Oxford University nor Oxford Brookes was interested in student flats for several hundred students being built at West Way in Botley. Oxford is too small to accommodate two universities. Building on the GB area north of Oxford will not solve Oxford's housing problem but, with its proximity to Oxford parkway station, will create housing for London commuters.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1368 | 09/10/2017 | Helen | Allen | | | | | |
| 4444 | Comments | | | | | | | |
| <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1376 | 10/10/2017 | Fay | Curtis | | | | | N |
| 4462 | Comments | | | | | | | |
| <p>Objection to building of 4,400 homes in this area for Oxford overspill. This is not a proven requirement, not justified and is based on a highly inflated estimate of housing need in the county. It is unsustainable, would worsen traffic problems and pollution and would overstretch schools and health services. The walks and views of the GB sacrificed for the building of nearly 4,00 of the houses would be lost forever and natural habitats and wildlife destroyed. Oxford City Council has allocated land in the city for employment instead of housing; it has ignored the impact on surrounding districts and failed in its duty to cooperate. The city Council should do more to meet its own needs.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1387 | 10/10/2017 | Shoha | West | | | | | N |
| 4485 | Comments | | | | | | | |
| <p>Object to building 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1396 | 09/10/2017 | Paul | Walker | Oxford Bus Company | | | | Y |
| 5160 | Comments | | | | | | | |
| <p>SUPPORT the policy. With regard to meeting Oxford City's objectively assessed housing need (OAN), it is evident that the vastmajority of travel demands arising from this, wherever it is located, will by definition be seeking destinations within the City. It would be a great deal easier to provide attractive public transport options if housing were to be located adjoining the City. Nearby high-frequency bus routes could be made available to early and successive phases by incremental extensions with journey time advantages over private car use can be achieved owing to existing bus priority. Some of the locations closer to the existing edge of development will better enable this than some of the distant sites in transport terms. This approach is reflected in our response.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | N | Y |
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4506

Comments

Until the Oxford CC LP has been Examined & completed, the exact level of unmet need is uncertain, due to the mismatch between the 2031 date in the SHMA, & the 2036 date in the Plan. The Government's recent "Planning for the Right Homes in the Right Places" document on how OAN should be calculated means both Oxford & CDC's Partial Review Plans (CPRLP) will be subject to the new guidance. Thus, revisions may be required to update the 2014 SHMA. The Government indicate that both CDC & Oxford have overestimated the level of new housing required, & significantly less growth is needed. It is premature to make decisions on the (CPRLP), which only concerns accommodating Oxfords unmet need, until the Authorities have progressed to accurate conclusions on an updated OAN for Oxford, & tested this through the Examination into the Oxford CC LP. Only then can the scale of unmet need be established. KPC notes that the emerging Oxford Plan continues to allocate land for economic growth within its boundaries, thus reducing land available for housing growth. Representations have been made to Oxford CC, requesting a review of this strategy. It is not considered that sufficient priority is given to accommodating urgent housing need, in preference to further employment growth which will further exacerbate housing need. The distribution of unmet need between the neighbouring Authorities is currently guidance by the Oxfordshire Growth Board, to be tested in individual LPs against the reality of whether it can be accommodated. It states this is 'a working figure', within which CDC has been 'asked to consider 'accommodating 4400 units as its share. KPC do not consider the apportionment to CDC is reasonable, considering the short length of common boundary & adopted policies which seek to protect the separation of settlements close to the Oxford City boundary. The evidence base for the CPRLP demonstrates the scale of development proposed can't be accommodated in this area without harm to important interests, & is therefore unsustainable. I.e.. (i) Unacceptable harm to the integrity, functions & scale of the Green Belt (GB), (ii) Unacceptable congestion & worsening of air quality on local roads, (iii) Unacceptable damage to the individual character of local settlements, (iv) Unacceptable loss of open land which preserves a separation between settlements & is valued open land. PR1 confirms that development will only be sustainable if it 'does not cause harm to the delivery of the Cherwell Local Plan 2015'. It should also take account of the 2016 Kidlington Masterplan, which has as its core the essential need to preserve the separate identity of Kidlington. We considers PR1 does not represent sustainable development, & thus conflict with NPPF advice. The proposals are inconsistent with policies of the existing Development Plan including Policy ESD13 of the adopted Local Plan in terms of the impact on local landscape character, & ESD14 regarding separation of settlements. By increasing visual intrusion & harming the local landscape, development on this huge scale would be contrary to these policies. ESD15 seeks to respect an area's unique built, natural & cultural context. Development on this scale is incompatible with adopted Policy in the Cherwell LP. We object on grounds of prematurity. It is not possible to take the enormous & irreversible step of releasing land from the GB for development until it is demonstrated: (a) that exceptional circumstances exist to justify development in the GB, & (b) that the scale of 4,400 new homes in CDC is proven to be necessary.

Changes Sought

More detailed work is essential to determine the up to date OAN for Oxford City, & to maximise the use of land within the City boundary for new housing. The scale of unmet need can then be properly established. The Oxford Growth Board needs to consider afresh the distribution of newly calculated unmet need between the neighbouring Authorities, giving greater weight to the importance of avoiding the release of Green Belt (GB) land in Cherwell in particular, where studies have confirmed that existing GB land performs an essential GB function in terms of the NPPF. Until these processes have been completed, PR1 cannot be proven to be justified or in accordance with the NPPF in relation to the permanence of GB. PR1 provides an unacceptable starting point for the remainder of the Plan, & is premature in advance of up to date research. The scale of growth proposed at 4400 dwellings is too high & needs to be reduced in order to better achieve sustainable development. The Parish Council considers that any further development will lead to detrimental effects on the community and environment. However, if development has to be accepted then the quantum of growth should be restricted to a capacity which does not significantly adversely impact on the separation & separate identity of settlements, valued landscapes, local character and local transport congestion. If adopted PR1 should include an additional requirement that all new allocated development makes adequate provision for all relevant infrastructure, unless other arrangements have been secured. Development should not proceed in advance of certainty about the delivery of off-site infrastructure.

Reasons for Participation

KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report.

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| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | N | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|---|---|---|

5301

Comments

Object to the proposal for 4,400 homes in Cherwell to meet Oxford's needs. The 4,400 figure is not justified because it is based on the discredited calculations of the Oxfordshire SHMA which have been heavily criticised since they were made public in early 2014 (see objections to the Local Plan Pt 1, including the report by Prof. A Wenban-Smith). We contend that these calculations suffer from numerous errors including projections of jobs growth that are exaggerated in order to support funding bids from the (unelected and unaccountable) Local Enterprise Partnership. 3.4 By relying on the full SHMA figures, the plan overemphasises economic considerations at the expense of social and environmental considerations and the outcome of this will be an unbalanced, unsustainable and unsound plan. By accepting the full figures without taking into account constraints such as Green Belt – as indicated by the NPPF – the plan is not consistent with national policy and guidance. The existence of Green Belt, as provided for in the NPPF, is a reason not to meet assessed need and the Council should have considered this in its assessment of alternatives. 3.5 The criticisms of the SHMA referred to above would appear to be borne out by the figures calculated using the proposed methodology in the recent (Sept 2017) Government consultation "Planning for the right homes in the right places". 3.6 The method proposed by DCLG in the consultation, which includes uplifts to account for affordability, results in an annual housing need for Cherwell of 762 (compared with 1142 in the SHMA) and for Oxford City of 746 (compared with range of 1200-1600 in the SHMA). We note that the Oxfordshire SHMA deemed that no uplift for economic growth was necessary for Oxford City even on the most optimistic scenario. The new DCLG figures indicate that the SHMA numbers for both Districts are excessive as we, and others, have consistently argued since they were published. 3.7 Oxford's need and its ability to accommodate it, has not yet been tested through a local plan examination. Its local plan is under preparation and is due to be submitted in December 2018. The new DCLG method is intended to apply to plans submitted after March 2018, so should apply to Oxford's local plan. It would clearly be premature for Cherwell to plan now to meet Oxford's unmet need on the basis of any number higher than 746 per annum. To plan for more would run the serious risk of over-allocating land and unnecessarily damaging the Green Belt. 3.8 Indeed, an examination of Oxford's proposals, taking into account the Council's over allocation of employment land, might conclude that Oxford is capable of accommodating all of its need for housing. Furthermore, as Cherwell's own provision in its approved Part 1 plan is considerably higher than the new DCLG figures, it may well be that Cherwell's approved plan will also require review in order to reduce its housing provision. We consider therefore that Cherwell's Partial Review is now clearly rendered premature because it is not justified and therefore unsound. Any consideration of it should be deferred until after the Inspector's report into Oxford's plan is available. 3.9 In further support of this we note that the proposed submission document quotes from the Pt 1 Inspector's requirement to "Add a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford Green Belt, once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, is fully and accurately defined" (para 1.20, p17). As outlined above, the "level of help" referred to has not yet been "fully and accurately defined" as required by the Inspector. It also cannot be appropriate for Cherwell to make substantial amendments to its Green Belt boundaries as proposed in this partial review, in advance of the joint review referred to by the Inspector. This plan is premature

Changes Sought

"The plan should be withdrawn as premature pending the "full and accurate definition" of Oxford's needs, and its ability to meet them, taking into account the new methodology proposed by DCLG."

Reasons for Participation

"We (Kidlington Development Watch – KDW) consider this is necessary because of our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

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| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5302

Comments

The Council's definition of "Sustainable Development" is elastic. It means whatever the Council chooses it to mean. Interestingly it is not defined in the glossary. In policy PR1 the Council even chooses to say what is included in the definition "for the purpose of the Partial Review". The use of the phrase in this plan is meaningless. 4.4 We object to the proposal for 4,400 houses in the Green Belt as it is not sustainable because it would mean that:- traffic problems would get much worse (separate representation on PR4a)- public services and other infrastructure would be even more stretched (see also separate representation on PR11)- open countryside in the green belt, which is intended to be permanent, would be sacrificed for ever. Countryside walks and views would be lost to local residents in Kidlington, Begbroke and Yarnton who do not have the benefit of local parks, and for whom the countryside is currently a substitute.- Natural habitats would be destroyed. The natural environment will be a major casualty. Loss of habitat and increased recreational use of the green space that remain will stress and endanger wildlife. We think that the Council's contention that the development will result in a net increase in biodiversity is implausible and not supported by evidence.- Environmental quality and quality of life for existing residents will suffer as air, noise and light pollution would increase.

Changes Sought

The plan should be withdrawn because it does not constitute sustainable development and is therefore unsound. A co-ordinated, balanced and sustainable spatial strategy should be developed co-operatively by the Oxfordshire authorities.

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of: our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | Y | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

4511

Comments

Oxford City Unmet Needs - Paragraph B.95 of the adopted Cherwell Local Plan (2015) committed the Council to undertaking a partial review of the Local Plan in the event that the work of the Oxfordshire Growth Board concluded that Cherwell and other Districts needed to meet additional need for Oxford. The current consultation document is the latest stage in the Council seeking to fulfil this commitment. The Partial Review Plan makes provision for the delivery of 4,400 new homes to meet Oxford City's identified needs. The 4,400 homes target represents the agreed apportionment by the members of the Oxfordshire Growth Board, with the exception of South Oxfordshire District Council, at its meeting on 26th September 2016. The proposed apportionment had been determined on the basis of a report from Land Use Consultants (LUC), which provided a spatial assessment of options for accommodating the unmet needs of the City, as well as other evidence relating to economic, education and transport considerations. It had been expected that the authorities would confirm a Memorandum of Cooperation at the meeting on the 26th September 2016 to the effect that the six authorities 'agree' that the apportionment figures "represent the agreed apportionment." However SODC was unwilling to agree to the Memorandum on the basis that the areas of search within their administrative area included in the LUC report had not been put forward by the District Council. Although the recognition by CDC of the need to make provision to assist in meeting Oxford City's unmet needs is supported, there remains significant uncertainty as to whether the 4,400 dwellings proposed to be provided for is in fact the correct level of development to be planning for. Since the Growth Board Meeting in September 2016, agreement has still yet to be reached with South Oxfordshire District Council in particular, although the emerging SODC Local Plan does make some provision of 3,750 dwellings towards meeting the needs of the City. The 4,400 dwellings figure is based upon an assumption that the unmet needs of Oxford City totals 15,000 dwellings. Notably, the Oxford City First Steps consultation (August 2016) itself appears to identify a shortfall of 22,000 rather than the 15,000 which was planned for by the Growth Board. There therefore remains a question as to whether the high level apportionment figure is correct, and consequently what implications there may be for the Local Plan Partial Review. The matter was the subject of discussion at the West Oxfordshire Local Plan Examination in Public however the Inspector's findings on this matter have yet to be published. In refusing to agree the apportionment proposed by the Growth Board, South Oxfordshire did raise that in their view Oxford City may be able to accommodate more of its own needs than is currently being allowed for. Whether this would equate to the additional 7,000 dwellings which appear to potentially be unaccounted for at this stage, and additionally reduce the currently proposed apportionment figures would appear to be unlikely. At this stage therefore, as a minimum, there are 1,250 dwellings (the proposed apportionment for South Oxfordshire excluding the level of provision they are currently planning for) for which provision is not currently being made for within Oxfordshire, and this could potentially increase to 8,250 dwellings, if the unmet need is ultimately determined to be 22,000 dwellings rather than 15,000. Following the Growth Board meeting on 26th September 2016 there has been no published update as to how matters are to be progressed following the failure to agree the apportionment figures with all authorities. As such it is unclear, leaving aside the question of the true scale of Oxford City's unmet needs, how the additional 1, is to be provided for. Notably the Growth Board papers for the 26th September meeting themselves highlighted that "it remains for individual authorities to test the SHMA results and its application in their respective local circumstances and to determine whether their Local Plans can sustainably accommodate development to meet the housing need identified." The proposed apportionment has not been subject to Sustainability Appraisal and as such there remains uncertainty that having agreed to the apportionment figures whether these authorities will in fact be able to deliver these requirements. As such, whilst we commend Cherwell for agreeing to accommodate 4,400 dwellings of Oxford City's unmet needs and consider it to be a pro-active response which potentially complies with the Duty to Cooperate, due to the remaining uncertainties sufficient flexibility should be built in to allow the Plan to respond to changing circumstances in order to make the Plan sound. The proposed requirement should be treated as a minimum figure and no phasing restriction should be applied to the delivery of the sites.

Changes Sought

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | Y | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

5519

Comments

We support the commitment to meeting the needs of Oxford City. We agree with the proposed spatial distribution of development to meet those needs and consider this to be a sound approach.

Changes Sought

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | Y | Y |
| 5387 | Comments | | | | | | | |

Approach to meeting Oxford City Unmet Needs - In determining the appropriate spatial strategy to meet the needs of Oxford City, the Council have considered nine areas of search across the District as broad locations for accommodating the additional growth. Within these areas of search were 147 possible sites. Clearly the Council have undertaken a comprehensive review of potential areas to meet the needs of Oxford City. Importantly the Council has not sought to simply rely on the work undertaken on behalf of the Oxfordshire Growth Board which led to the proposed apportionment across the authorities. Whilst the work on behalf of the Growth Board did consider the availability of potential sites to accommodate development across the authorities and identify some potential locations, the report to the Growth Board made clear that it was for the individual authorities to test and conclude on suitable sites to meet the apportionment. Indeed, as noted above, the Growth Board papers made clear that it is was for the individual authorities to test whether the agreed apportionment could be accommodated in a sustainable manner, thereby allowing for a circumstance when individual authorities identified that they were ultimately unable to accommodate the agreed apportionment figures. In narrowing the areas of search, Cherwell have set out at paragraph 2.14 the six reasons why Options C to I were discounted. Importantly, proposed areas of search, and subsequently the sites themselves, must have a functional relationship with Oxford City in order for the new homes to actually make a contribution to the unmet needs of the City. This is reflected in the Council's recognition that the areas of search, amongst other matters, needed to build communities associated with Oxford and have good transport connections to the City. Importantly the Kidlington/Begbroke area also a functional economic relationship with Oxford given the location of the London-Oxford Airport, the University of Oxford's Begbroke Science Park, Oxford Spires Business Park and other commercial development along Langford Lane (north Kidlington). In light of this, the two options which the Council determined to proceed with were: Option A Kidlington & Surrounding Area and Option B North & East of Kidlington. This conclusion is supported by the Sustainability Appraisal of the Plan which identifies that: "Areas of Search A and B perform best in sustainability terms; ... SA objectives related to sustainable transport and access to Oxford's employment areas are most influential in the differences between options. Areas A and B benefit from sustainable transport factors and access to services and facilities and jobs." Support is given for the proposed spatial strategy which reflects the importance of the interrelationship of the allocations with Oxford city whilst also not prejudicing the existing spatial strategy to meet the needs of Cherwell District as set out in the adopted Local Plan Part 1. A total of seven sites are proposed for allocation within the two areas of search in order to meet the unmet needs of Oxford City which have been apportioned to Cherwell District. The merits of the proposed allocation of the client's site as part of the wider South East of Kidlington allocation (Policy PR7a) are provided.

Changes Sought

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|------------------|------------|----------|-------|--|--|--|---|---|
| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | N | Y |
| 4545 | Comments | | | | | | | |

Please note that this response, though separate and my own, should be read in conjunction with the Representations made by the Begbroke & Yarnton Greenbelt Campaign "BYG" In my view the case for building 4,400 houses in this area of Cherwell District for Oxford overspill (Policy PR1) has not been adequately proved and it would now appear that the accuracy of the figures quoted in the Plan are in doubt, thereby making this policy unsound and not justified. It is also unsustainable as it will exacerbate existing traffic problems and put local services and amenities, which are already overstretched and struggling, under even greater pressure.

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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|------------------|------------|---------|----------|--|--|--|--|---|
| PR-C-1430 | 10/10/2017 | Michael | Marshall | | | | | N |
| 4558 | Comments | | | | | | | |

Objection to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. Oxford have not even produced their Local Plan so no housing need has yet been established by them in order for the surrounding authorities to address. The level of housing being proposed by Cherwell is unsustainable. It would hugely worsen traffic problems and pollution. Recent works to both the Wolvercote & Cutteslowe Roundabouts have not improved the morning congestion from Kidlington all the way through to Summertown along the Banbury Road. Traffic gridlock and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. The current road infrastructure is poor and, despite the modifications to the roundabouts on the ring road, without major investment and new relief roads adding more houses onto a system that cannot cope with existing levels of traffic is unsound. Health services would be overstretched. Waiting times to see your named GP in Kidlington – currently 3 to 4 weeks. This will only get worse with a further 4,400 households to accommodate and puts intolerable strain on current services. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.

Changes Sought

Reasons for Participation

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|------------------|------------|------------|--------|--|--|--|---|---|
| PR-C-1431 | 10/10/2017 | Mrs Malini | Perera | | | | N | N |
| 4563 | Comments | | | | | | | |

Building 4,400 houses is not a justified or proven requirement (but a projection). It is not sustainable. Insufficient detail has been provided as to why Oxford's population increased by 13% compared to 8% in Cherwell in the decade from 2001 - 2011; a more detailed demographic breakdown is required for this; a significant proportion are students in full time education (i.e. not keyworkers). What measures/incentives have the university take to accommodate their students within their accommodation? There is no detail provided as to how it can be ensured that the proposed houses will be for workers key to Oxford. With the Oxford Parkway station opening, the proposed new houses will be attractive to people commuting to London daily thereby not contributing to Oxford's unmet housing need. The proposals are not balanced. Many points relate to building communities that relate to Oxford. What about integration into the existing communities? E.g.. building 200 new homes on proposed plan PR7a will be a dramatic rise from Gosford's current close community.

Changes Sought

Reasons for Participation

More detail needs to be provided as to how the proposed increase to 2031 was reached and as to what the Universities and Oxford can achieve through development.

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|------------------|------------|-------|------|---------------------|--|--|--|--|
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4571 | Comments | | | | | | | |

Welcomes that the Partial Review makes provision to accommodate sustainable development to deliver the Cherwell apportionment (as agreed by the Oxfordshire Growth Board) of 4,400 homes, in full & by 2031 (Policy PR1). The lead-in time for such large sites is noted in the Growth Board memorandum, & as such it seems appropriate to prepare the trajectory with a delivery start date of 2021 as the plan also supports earlier delivery where possible. Encourages earlier delivery where possible on the sites allocated in the Partial Review, & is keen to continue the positive joint working & enhanced collaboration as the sites progress towards more detailed design & delivery.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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|------------------|------------|----------|---------|---------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1437 | 10/10/2017 | Clr Paul | Buckley | Councillor for Wolvercote and Summertown Division of Oxfordshire County Council | Y | N | N | Y |
|------------------|------------|----------|---------|---------------------------------------------------------------------------------|---|---|---|---|

4583

Comments

The entire Partial Review is predicated on the claim (by the Oxfordshire Growth Board) that 4400 homes need to be created in Cherwell District, to meet Oxford's unmet housing need. It is not consistent with a sustainable, or positive approach to meeting Oxford's housing need, & it could only be achieved by ignoring NPP. There are two obvious flaws in its justification. It was arrived at by the Growth Board deciding (a) that Oxford's unmet housing need (for 2011-2031) is roughly 15000 homes, & (b) that CDC should provide roughly 30% of this. Notes the figure of 15,000 is unreasonably high and it has never been justified publicly & objectively. Refers to how the Growth Board calculated the figure including references to the SHMA and the SHMA's assumptions which notes highly sensitive to decisions Oxford CC chooses to make about the use of land for employment purposes or for housing, in the emerging Oxford City LP. Notes the figure of 30% is unreasonably high, never been publicly justified, & cannot be defended. Refers to the Growth Board proposing that housing to meet Oxford's unmet need be shared among the districts surrounding Oxford city and explains the sensitivity of the a number of commuting routes into Oxford and particularly in Cherwell District noting all commuters from the additional homes would need to enter Oxford through this already chronically congested corridor, due to be made even more congested by commuters from the additional 2650 homes planned for Eynsham (West Oxfordshire's proposed contribution to meeting Oxford's unmet need), & those commuting to the Northern Gateway. Refers to LP1 PR Figure 6 and explains that a further reason the 30% figure should be reduced is that the far north of Oxford and beyond is one of the least effective directions in which to provide housing to meet Oxford's unmet need sustainably. Notes the 4400 homes to be provided in CDC is not a positive, sustainable solution to meeting Oxford's unmet need and the number must be reduced. Explains Oxford's unmet housing need could be met much more sustainably by almost all of it being provided in South Oxfordshire District and refers to Flood Zones, approach routes to employment and P&R and insufficient engagement with SODC. Consider unacceptable that the most sustainable solution to meeting Oxford's unmet housing need should be ruled out by lack of cooperation. Notes that Policy 1(a) is not in accordance with NP as it conflicts with the NPPF's 'presumption in favour of sustainable development'.

Changes Sought

Oxford's unmet housing need should be re-distributed as described above, by further negotiation between the district councils. In particular, means must be found of persuading SODC to accept most of the housing required to meet Oxford's unmet need, & (inter alia) of greatly reducing that to be provided by CDC. Policy 1(a) should then be revised accordingly, to give it a sound basis consistent with NP.

Reasons for Participation

Because the figure 4400 needs to be challenged, in order to achieve a more sustainable version of Policy 1(a)

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| PR-C-1439 | 10/10/2017 | Sharon | Yendle | | | | | N |
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4592

Comments

Objection to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The GB's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-----|------|---------------|---|---|---|---|
| PR-C-1442 | 10/10/2017 | Tim | Lund | Oxford YIMBYS | Y | Y | N | N |
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4604

Comments

We very much welcome that, per 5.13, the "strategy is Oxford specific; to provide homes where people can most readily connect to Oxford and sustainably access the city's employment areas, its universities and its services and facilities". This readiness to co-operate with neighbouring authorities is essential for coherent planning, and recognises the needs of both existing and future residents. The weakness of the plan arises from its acceptance of the current low densities of the area. The numbers of homes per hectare on the sites proposed in Table 4, around 20, are in line with those for existing 'fully developed' areas of Kidlington, but less than half in parts of Oxford, without any high rise development, and also without the outstanding existing and potential public transport options discussed in this plan. Planning for unnecessarily low densities means that new homes will, immediately via the open market, or over time as they are resold, be unaffordable by the keyworkers for whom they are meant. Measures to keep new homes affordable are welcome, but will be hard to maintain in the long run as long as there are not enough homes overall. The realism of para 5.13 should mean policies for Kidlington, Begbroke and Yarnton which allow the development of a new, distinct identities as local centres, so that they do not become low density dormitory suburbs, whether of Oxford or London. Higher densities should also apply to currently developed areas, in a way which works for existing residents, and reduce the area needed for new development. This would mean less loss of Green Belt, which will be welcomed by many, although this should not be an overriding objection. A gap between Oxford and these local centres risks undermining their connectedness with Oxford, as required by 5.13, so some Green Belt land will have to be re-designated. New policies suggested above for identities as local centres can offset this any loss in this regard. We strongly support policies for the encouragement of environmentally sustainable transport, such as the proposed new rail station at Yarnton, infrastructure required for rapid transport schemes, and better cycling facilities, especially allowing access to Oxford. Higher densities will also encourage walking, which is the most environmentally sustainable transport mode of them all.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|-------|--------------------|---|---|---|---|
| PR-C-1453 | 10/10/2017 | Chris | Dodds | Planning Prospects | N | N | N | Y |
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4617

Comments

Proposes site south of Tadmarton Rd, Bloxham for residential development. Site is 9.67 hectares and approximately 1.5km west of Bloxham. Site location plan attached. Detailed outline of development plan context. Objects to the proposed strategy as its unnecessarily restrictive approach would result in a Plan that is not positively prepared, not effective and ultimately will fail to deliver the housing needed for Oxford or Cherwell. The suggested strategic allocations require significant loss of Green Belt and rely too heavily on large strategic sites, which are often faced with substantial difficulties and delays in delivering the homes required of them. In contrast, development of the site at Tadmarton Road, Bloxham will meet the requirements of sustainable development set out in the NPPF, in respect of the social, economic and environmental aspects of sustainability. It has limited constraints and it is not covered by any restrictive policy designations (including Green Belt). Moreover, and contrary to the Council's reasoning for discounting Options C to I, the allocation of this site will directly assist the Council(s) in their commitment to meet Oxford's full allocation of unmet housing need in a location that is highly accessible and well related to Bloxham and other urban centres, and is readily accessible to Oxford by public transport (including by fast and regular train service), thereby enabling people to affordably live in Bloxham and to work in Oxford. We believe the site at Tadmarton Road, Bloxham should be allocated for residential development within the Partial Review. It represents a logical extension to Bloxham and forms a sustainable development proposal that can contribute towards Cherwell and Oxford's housing needs going forward, and it does not require the loss of Green Belt. Any potential adverse impacts are minor and can be readily mitigated through the development management process.

Changes Sought

Reasons for Participation

Planning Prospects represent the landowner in promoting the allocation of land at Tadmarton Road, Bloxham for residential development, and have detailed comments with regard to its suitability and deliverability to meet Oxford's unmet housing needs. We also have detailed comments with regard to the suitability and deliverability of the Partial Review, including those options put forward by Cherwell District Council.

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-1467 | 10/10/2017 | Terry | Tossell | | | | |
| 4631 | Comments | | | | | | |
| <p>The Policy PR1a to build 4,400 houses in Kidlington and the surrounding area for Oxford's overspill is not a proven requirement and therefore not justified and not properly prepared and ineffective. It is based on an outdated, suspect and highly inflated estimate which recent Government figures have disproved. Their new targets could be met by the city by adopting policies to build houses not commercial premises; by building more affordable homes rather than the current low density dwellings; by attracting the already resident unemployed job seekers in the city and county; and by utilising unoccupied dwellings in the city. By continuing to follow its current unsustainable policies, the city has failed in its duty to cooperate because it has ignored the potential impact of its policies on surrounding councils. Now is the time to halt the Northern Gateway plans and use the land more appropriately. A more detailed analysis is included in the rep - see Section 1 - "The claim by Oxford City Council that it has an unmet housing need of 28,000 homes by 2031 is flawed." - discusses SHMA and examines how Oxford's need could be met by Oxford.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1472 | 10/10/2017 | David | Tighe | | N | N | N |
| 4636 | Comments | | | | | | |
| <p>Oxford's "unmet housing need" as put forward in the SHMA is unproven and, in all probability, materially overstated. The Govt. has recently been consulting on a new methodology & the calculation of housing need produced by this is a much lower figure. Surely we cannot proceed on the basis of Cherwell Local Plan Review when there are Govt. figures which seem to undermine the whole basis of CDC's figures. OCC in its Preferred Options document has shown that it wishes to allocate land to new employment which obviously will exacerbate the housing the problem. If it wishes to address housing needs as a priority surely it should earmark land such as the Northern Gateway to housing in preference to employment. It could then make a better fist of meeting its own housing needs without requiring surrounding councils like CDC to build on its Green Belt. I understand that Oxford's Local Plan is in only at Preferred Options stage, so it is jumping the gun to allocate 4,400 houses to Cherwell when it is not yet clear how much land is available for housing in Oxford itself.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1485 | 09/10/2017 | Emma | Worthington | | | | |
| 4656 | Comments | | | | | | |
| <p>Object to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. • The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. • I believe this proposal is unjustified and unsustainable.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1486 | 09/10/2017 | Lawrence E | Coupland | | | | |
| 4660 | Comments | | | | | | |
| <p>Object to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. • The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. • I believe this proposal is unjustified and unsustainable</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1488 | 09/10/2017 | Genevieve | Coupland | | | | N |
| 4668 | Comments | | | | | | |
| <p>Object to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. • The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. • Believe this proposal is unjustified and unsustainable.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1490 | 09/10/2017 | Ian and Helen | Kingsley | | | N | N |
| 4673 | Comments | | | | | | |
| <p>Objection to Policy PR1 Oxford City has not demonstrated the exceptional circumstances to force a review of the Local Plan. They have also not shown its commitment to accommodate the numbers expected to be drawn to the City by the offer of new employment opportunities. They should be asked to do more to meet its own needs and should find accommodation in its own empty housing stock /infill sites. Alternatively, houses should be built on land that the Council has allocated for "economic and employment growth". It cannot keep encouraging businesses to come to the City and not cater for the housing requirements of people drawn to the area for employment. The University should not be allowed to create any more departments/ science parks without providing accommodation for its own staff. We believe Cherwell District Council (CDC) has not done enough to test the need for this number of houses and see if this number is appropriate, proportionate or, indeed, sustainable. We believe 10,000 people would swamp our community and have a detrimental impact on local amenities e.g.: doctors, schools etc.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1491 | 10/10/2017 | Marcus | Lloyd | | | | N N |
| 4681 | Comments | | | | | | |
| <p>Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. When a city/area has such high employment rates, why does it insist on building more employment opportunities to the detriment of housing for those employees to live? There is no sound reason for this housing to be built on Oxford's Green Belt, and the council's current policy is trying to artificially create more demand in order to gain more weight on needing to supply this.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-1492 | 10/10/2017 | Olga | Lascano Choperena | | | | N | N |
| 5452 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1493 | 10/10/2017 | Valentina | Lloyd Lascano | | | | N | N |
| 4687 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. When a city/area has such high employment rates, why does it insist on building more employment opportunities to the detriment of housing for those employees to live? There is no sound reason for this housing to be built on Oxford's Green Belt, and the council's current policy is trying to artificially create more demand in order to gain more weight on needing to supply this. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1497 | 09/10/2017 | Frances | Colles | | | | N | N |
| 4693 | Comments | | | | | | | |
| Object to policy PR1(a) as I do not think building an additional 4,400 homes has been justified. Evidence suggests that additional housing will add to the buy to let market and London overspill - now made more accessible by the new station - rather than fulfilling local needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1498 | 10/10/2017 | Mrs J | Wright | | | | N | N |
| 4696 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1503 | 09/10/2017 | David | Burridge | | | | N | N |
| 4724 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of its housing requirement. The purpose green belt is to check unrestricted sprawl, prevent neighbouring residential area merging and safe guard the countryside from encroachment, Oxford City clearly has land available but choose to use it for employment in an area with near 100% employment. The City Council should do more to meet its own needs. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1504 | 09/10/2017 | Christine | Lodge | | | | N | N |
| 4727 | Comments | | | | | | | |
| Strongly object and question the proposed plans and the criteria on which they are based. The plans are unsound and unjustified. Policy PR1 (a) – 4400 houses to be built to meet Oxford's housing need – is not justified. This estimate is not based on an unreasonable estimate of the housing requirements for present or future need and certainly not the housing requirements for Kidlington! Traffic congestion is already severe around and in Oxford and the road/infrastructure cannot cope. Schools and health services, already stretched, would not be adequate for this amount of expansion. Housing at GENUINELY affordable prices for the young should be given priority before land is given up to commercial and employment developments. There is not a need for this many houses in this area,. Oxford City Council should prepare plans to meet their own needs within the City rather than pass their problems to the surrounding areas. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1505 | 09/10/2017 | Mr Richard | Lodge | | | | N | N |
| 4731 | Comments | | | | | | | |
| Object to Policy PR1 (a) building 4,400 houses in this area for Oxford overspill. It seems based on a hugely inflated estimate of housing needs. It is unsustainable and would worsen already difficult traffic congestion. Schools and health services would be overstretched. Oxford City Council should allocate land for housing not for more employment. Housing first then employment when needed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-1508 | 09/10/2017 | Alan | Graham | | N | N | N | N |
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4740

Comments

Objections to the Partial Review of the Cherwell Local Plan to address Oxford's Unmet Housing Policy PR1 – achieving Sustainable Development for Oxford's Needs. The 4400 dwellings proposed in the Plan are not justified. The 2014 SHMA on which this figure is based is now outdated and to take this forward is now premature in view of: The current consultation being undertaken by DCLG (Planning for the Right Homes in the Right Places) to take forward a new methodology to assess the housing requirement demonstrates a substantial reduction in the number of houses required during the plan period. If the current number is taken forward there is a real danger of a substantial over supply of housing and in locations that would otherwise not be considered appropriate for housing development. The plan for Cherwell needs to be taken forward in conjunction with other plans to demonstrate a cohesive approach to planning. The Oxford Local Plan is being taken forward on a later timescale than this plan and the same goes for the other districts in Oxfordshire that are also addressing the housing need for Oxford. The Cherwell Plan is therefore premature. The co-ordinated approach to ensure comprehensive planning to address Oxford's housing needs should be undertaken in a co-ordinated manner with all plans taken forward at the same time, preferably through a single Public Examination in front of one Inspector to ensure the approach is co-ordinated. Therefore a further obstacle is that South Oxfordshire DC needs to be actively involved in the process as well. The entire approach towards the allocation of 4400 dwellings within Cherwell DC has been taken forward with a proper justification in terms of evidence and development in the Green Belt because of the time pressure places up Cherwell DC by the Planning Inspector's directive on the Part 1 of the Local Plan.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|--------|--|---|---|---|---|
| PR-C-1511 | 09/10/2017 | Richard | Morris | | Y | Y | N | N |
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4751

Comments

Planning for the right homes in the right place Sept 2017 considers that the current process for producing housing needs assessments "lacks transparency" and uses "different and inconsistent methods". The 4,400 homes to help meet Oxford City's unmet need is based on SHMA 2014, therefore do not believe this part of the Partial Review to be positively prepared, since the assessment of unmet housing need in Oxford City on which this partial review is based is fundamentally flawed, and not based on objectively assessed development requirements. 'Planning for the right homes in the right places' concludes that a more realistic assessment of the housing needs of Oxford City is 15,000 homes over the period 2011-2031, rather than the 28,000 from the SMHA on which the requirement for 4,400 homes in Cherwell District is based. I therefore do not believe this part of the Partial Review to be justified, since it is not based on proportionate evidence.

Policy PR1 states that "Cherwell District Council will ... deliver: ... b) the Vision, Objectives and Policies set out in this Partial Review of the Local Plan." And that "Development proposals to meet Oxford's needs will be supported if ... it is demonstrated that they will achieve sustainable development." Where "For the purpose of the Partial Review, the definition of sustainable development includes development that meets Oxford's housing needs and does not cause harm to the delivery of the Cherwell Local Plan 2011-2031 (adopted July 2015)." The Key Objectives of the Cherwell Local Plan 2011-2031 include: "SO6 - To accommodate new development so that it maintains or enhances the local identity of Cherwell's settlements and the functions they perform" and "SO12 – To focus development in Cherwell's sustainable locations, making efficient and effective use of land, conserving and enhancing the countryside and landscape and the setting of its towns and villages." Paragraph 3.4.10 of the Category A Village Analysis which forms one of the supporting documents for the Partial Review states of Begbroke village that "The surrounding rural landscape forms the setting to the village and makes a contribution to its character." In addition, paragraph 3.4.12 states that "The area to the west of the A44 Woodstock Road is considered of highest sensitivity in terms of its character and historic sensitivity and as such should be protected with areas to the east". The developments proposed in the Partial Review would remove this rural land which is identified as being critical to the character, identity and setting of the villages of Begbroke and Yarnton, and would therefore contradict the Key Objectives of the Local Plan. I believe this means that the Partial Review is not effective, since the proposals will not be deliverable in accordance with the stated goals of the Local Plan and the Partial Review.

Similarly, this makes the Partial Review inconsistent with the National Planning Policy Framework, which states in paragraph 17 that planning should "take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it" and in paragraph 123 that planning policies and decisions should "identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason." The removal of open space and Green Belt land proposed by the Partial Review would contradict these requirements. It is therefore my opinion that the Partial Review is inconsistent with the National Planning Policy Framework, in addition to the other objections raised above.

Changes Sought

Reasons for Participation

Believes the plan should be amended with a significant reduction in the number of houses to be built in Cherwell District in order to accommodate the unmet housing need of Oxford City. "Planning for the right homes in the right places" estimates the housing need of Oxford City to be approximately 15,000 homes over the period 2011-2031. Paragraph 1.26 of the Partial Review states that Oxford City is estimated to be able to provide 10,212 homes over the period 2011-2031, leaving an unmet need of approximately 5,000 homes. Based on the proportions by which the unmet need was distributed over the districts of Oxfordshire in Table 3 of the Partial Review, this would reduce Cherwell District's apportionment by two-thirds to approximately 1,500 homes. Believes that this represents a more appropriate scale of developments, which would make the Partial Review more positively prepared, by basing it on objectively assessed development requirements, and more justified, by basing it on proportionate evidence. However, this reduction alone would not also make the Partial Review effective, since it would not preserve the rural areas identified as being crucial to the identity and setting of the villages of Yarnton, Begbroke and Kidlington, and so the developments would still contradict the Key Objectives of the Local Plan. To make the Partial Review effective would also necessitate a significant reduction in the size of the developments and the area they cover.

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|------------------|------------|---------------------------------------------------|--------------------------|--|--|--|---|---|
| PR-C-1514 | 10/10/2017 | Councillors Neil Prestidge and Maurice Billington | Prestidge and Billington | | | | N | N |
|------------------|------------|---------------------------------------------------|--------------------------|--|--|--|---|---|

4760

Comments

Unsound. We believe that it is too early to determine the number of houses required to meet Oxford's Unmet Need, the government has now released a consultation detailing new methodology for determining future housing requirements. The initial figures in the consultation indicate that the housing need for Oxfordshire will be drastically reduced. We urge the Council to put a hold on the Review of the Local Plan until the new housing need figures are released in 2018. In the developing Oxford City Council Local Plan the City Council are allocating large areas of land for economic/employment growth reducing the land available for housing within the City. This housing strategy giving preference to employment growth without providing housing is not sustainable and will only exacerbate Oxford's unmet housing need. For the proposals to be sustainable adequate infrastructure needs to be in place before the development takes place. Provision needs to be made in PR1 so that all infrastructure is provided before the development is completed, without the infrastructure all development in the area will be unsustainable as current infrastructure is not adequate.

Changes Sought

Reasons for Participation

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|------------------|------------|--------------------|----------|--|--|--|---|--|
| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | N | |
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4773

Comments

Unsound

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

PR-C-1521 09/10/2017 Alaric Rose N N

4778

Comments

Objection to Policy PR1 – UNSOUND: Prematurity in apportionment of substantial growth to CDC. With the commencement of consultation for the new Oxford City Local Plan, the level of unmet need cannot be assessed until the new Plan has been examined and completed, and we have a five year gap between the 2031 date in SHMA and the 2036 date in Oxford's Local Plan. The new government document (Planning for Right Homes in the Right Places) has a formula which indicates that the overall figure for housing need is much less than that allocated by the Growth Board – indicating that the Oxford unmet need would shrink to about 9,000 (instead of 15,000), and that in Cherwell it pretty much halves the number to meet Oxford's Unmet Needs. The Oxford Local Plan outcome and the new government document should be taken into account before allocating valuable GB land to large swathes of housing which almost joins Kidlington, Oxford, Begbroke and Yarnton. The GB left in many areas is so small that there is no sound argument to say that the villages and Oxford are not being joined in one urban sprawl. It is premature to make decisions on the Cherwell Partial Review Local Plan (CPRLP), which only concerns accommodating Cherwell's apportion of Oxford's unmet need, until we have accurate numbers on an updated OAN for Oxford, and these numbers are tested through the Examination into the Oxford City Local Plan. Only then can the unmet need be calculated. Despite Oxford's need for housing, the emerging Oxford Plan continues to allocate sites for economic/employment growth, further reducing land available for housing growth. In an area with very low unemployment, bordered by areas with a similarly low unemployment figure, this can only lead to attracting people from areas that are not within commuting distance, exacerbating the need for housing. There are representations to the Oxford City Local Plan consultation requesting a review of this strategy, as sufficient priority is not given to Oxford's urgent housing need. Cherwell should assess any areas of housing need before making land available for economic use. The distribution of Oxford's unmet need between its neighbouring Authorities has been determined as guidance by the Oxfordshire Growth Board, and has to be tested in the Authorities individual Local Plans to determine if it can be accommodated. It is clearly stated that this is 'a working figure', and that Cherwell has been "asked to consider" accommodating 4400 homes as its share of the unmet need. Cherwell's share is not reasonable in scale, when you take into account the adopted policies protecting the separation of settlements so close to Oxford City and the very short length of common boundary. Other local authorities are not meeting the need on the boundary, but in sites further from Oxford. The evidence base for the CPRLP demonstrates that the scale of proposed development cannot be met in the part of Cherwell closest to Oxford without unacceptable harm to interests of importance, and therefore proposes unsustainable development. Interests of importance include: (i) Unacceptable harm to the integrity, functions and scale of the GB (ii) Unacceptable congestion and worsening of air quality on local roads (iii) Unacceptable damage to the individual character of local settlements (iv) Unacceptable loss of open land which preserves a separation between settlements and is valued open land.

Policy PR1 confirms that development will only be sustainable if it 'does not cause harm to the delivery of the Cherwell Local Plan 2015'. In my opinion, it should also take account of the 2016 Kidlington Masterplan, the core of which is the essential need to preserve the separate identity of Kidlington as a Settlement. The proposals in PR1 do not represent sustainable development, and therefore conflict with NPPF advice. The proposals are inconsistent with policies of the existing Development Plan including Policy ESD13 of the adopted Local Plan in terms of the impact on local landscape character, and ESD14 regarding separation of settlements. By increasing visual intrusion and harming the local landscape development of the huge scale proposed would be contrary to these policies. Policy ESD15 seeks to respect an area's unique built, natural and cultural context. Development on the scale proposed is incompatible with adopted Policy in the Cherwell Local Plan.

Changes Sought

C.1 More detailed work is essential to determine the up to date OAN for OxfordCity, and to maximise the use of land within the City boundary for new housing. The scale of unmet need can then be properly established. C.2 The Oxford Growth Board needs to consider afresh the distribution of newlycalculated unmet need between the neighbouring Authorities, giving greaterweight to the importance of avoiding the release of Green Belt land in Cherwell in particular, where studies have confirmed that existing Green Belt landperforms an essential Green Belt function in terms of the NPPF. C.3 Until these processes have been completed, Policy PR1 cannot be proven to be justified or in accordance with the NPPF in relation to the permanence of Green Belts. Policy PR1 provides an unacceptable starting point for theremainder of the Plan, and is premature in advance of up to date research. C.4 The scale of growth proposed at 4400 dwellings is too high and needs to bereduced in order to better achieve sustainable development. The ParishCouncil considers that any further development will lead to detrimental effectson the community and environment. C.5 However if development has to be accepted then the quantum of growthshould be restricted to a capacity which does not significantly adversely impacton the separation and separate identity of settlements, valued landscapes, local character and local transport congestion. C.6 Policy PR1 should include an additional requirement that all new allocateddevelopment makes adequate provision for all relevant infrastructure, unless other arrangements have been secured. Development should not proceed inadvance of certainty about the delivery of off-site infrastructure.

Reasons for Participation

PR-C-1528 09/10/2017 Dr Lynne Cox N N N

4798

Comments

Objection to build 4,400 houses in the Kidlington and Yarnton area for Oxford overspill. This is not justified and is based on unsound and unrealistically inflated estimates of housing need which have since been demonstrated in the Government's Planning for Homes consultation (14th September) to be false: recent recalculations show there is no need for housing to accommodate Oxford residents that cannot be met by higher density city centre building. On 31st March 2018 the government will make an announcement on planning consultation which will allow Cherwell district council to assess real need at that time. The city has been allocating land in the city for employment rather than housing and by passing the burden for housing the city's employees to neighbouring councils, has failed in its duty to co-operate. The City Council should more to meet its own needs. There is no infrastructure to support this scale of increased housing, making it unsustainable, and an impossible drain on local services including schools and GP surgeries. The recent roadworks to improve traffic flows at peak times around Cuttleslowe and Wolvercote roundabouts have had limited effect and the traffic models employed in the plan are highly erroneous, averaging projected traffic increases across the day instead of taking into account that the majority of traffic flow occurs during short rush hour periods in the morning and evening. An increase in traffic at peak times would lead to much slower journeys for all, as well as greatly increasing congestion and pollution: it would not be effective. New houses in the vicinity of the Oxford Parkway railway station would be favoured by London commuters (and market forces will ensure that local first time buyers will not be able to afford such housing, as has already happened at Barton Park) destroying the sense of community and negating the supposed use to house Oxford city spill over and provide affordable homes for local people. Already, Oxford Parkway station car park is full every morning, to the point of commuters blocking access routes around the car park. Any further increase in numbers would simply be untenable.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-1529 | 08/10/2017 | David | Stone | | N | N | N | Y |
|------------------|------------|-------|-------|--|---|---|---|---|

4802

Comments

1. It's completely ignores the consequently impacts of Oxford City's new Local Plan, which is still in the "melting pot," and yet to be determined. It does not show a duty to co-operate, quite the reverse. This is significant because these two plans need to work together, not in isolation. Otherwise, Oxford and the setting of it's immediate northern communities could lose even moreprotected Greenbelt land than so far proposed. The sheer scale and amount of Greenbelt proposed for removal is breath-taking and totally in contravention of National Planning Policy Framework, Paragraphs 79 and 80, which define the need and purpose of Green Belts. As already mentioned, the number of houses on the sites mentioned above, are unsustainable, and contrary to Cherwell's own Summary Document page 4, they will do exactly the opposite to "limiting Oxford's Outward Growth." Indeed, this will, propel further 'ribbon development' in the future. The Plan is deeply "flawed," there is no mention of how it will safeguard and aid the needs, environment,and access to free-movement of present communities, adjoining the A4165, from the Cuttleslowe roundabout to the Kidlington roundabout by bus, car, cycle or on foot, the same applies across the Wolvercote area to the west end boundaries, where the ultimate impacts of development at the Northern Gateway, Barton Park (further to the east) is as yet unknown. To suggest it meets with the Country Council's Oxford Transport Strategy, is a misnomer, because this strategy is not sufficiently robust to deal with present excessive traffic congestion and health damaging pollution. Further more it is reliant on speculative funding, which may never arrive. TheLink road from Loop Farm A40 to A44, has been promised, but the funding is not is place. The congestion on the A40 is unsustainable and a northern link road is needed north of Kidlington to relieve the over-whelming volume of traffic. Travel from the Park and Ride designated for Eynsham, will be constrained by the reduced width of the bridge on the approach towards the Wolvercote roundabout, so traffic coming to Oxford will remain at a standstill. This is aspiration of close proximity and connection to Oxford, is a fallacy.It is not clear, from the evidence given, that Cherwell District Council have considered any alternative Brownfield sites, the review of sites, is distinctly prejudicial and unbalanced. The distribution of housing numbers next to north Oxford, while attractive on paper, is distinctly flawed.For example, Bicester is on the train route, so people could travel from there to Oxford, they do NOT have to live next to Oxford. It is regrettable that the County Council policy has cut bus services from villages, whom also need access to employment, perhaps if some of these villages were a little larger, bus services might be more sustainable?According to Cherwell District Council's Local Plan Summary Document:-It will create balanced and sustainable communities? NO! It will overwhelm north Oxford and Kidlington.It will be supported by necessary infrastructure? NO! No concrete evidence to deal with existing infrastructure, let along any new infrastructure. It will contribute to improving health and well-being? NO! It will increase detrimental health of existing residents in northern Cuttleslowe, north Oxford, Wolvercote and Kidlington. Traffic will be at gridlock all day, everyday, pollution all day, everyday at EXCESSIVE LEVELS in addition to present Oxford Air Quality, non- compliance. Elderly crossing the road or accessing the shops in our area will find it completely impossible.

Changes Sought

Remove the need for affordable housing, because, there is no way it will be affordable next to northOxford. Be honest with people, tell them their lives in Kidlington and north Oxford are to be blightedwith complete traffic gridlock and damaging vehicle pollution.Be legal by NOT destroying Greenbelt land next to Cuttleslowe Park, The Golf course, (an essentialrecreational resource currently), and stopping coalesce with Kidlington and north Oxford.

Reasons for Participation

Believes, with respect, the Inspector would much benefit from really listening seriously to ordinary people, regarding the very real experience and particularly genuine concerns of how these 'grand proposals' to 'illegally' destroy all the immediate greenbelt land around Kidlington and north Oxford, will have a completely devastating impact on the lives, health, well being and free movement of wellestablished existing communities.

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| PR-C-1532 | 09/10/2017 | Helen | Broxap | | | | N | N |
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4806

Comments

Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districtsand failed in its duty to cooperate. The City Council should do more to meet its own needs.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------|--|--|--|--|---|
| PR-C-1533 | 09/10/2017 | Janet | Warren | | | | | N |
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4810

Comments

Policy PR1(a) Legality of/Justification of the number

1. The overall number (4400 for Cherwell) has been created by the Oxfordshire GrowthBoard, itself unelected and unaccountable.
2. The proposals refer to Oxford City's aspirations rather than the County of Oxfordshire's needs.
3. The number is not justified by present need alone but by aspirations for the future
4. Needs and aspirations cannot be dealt with as one and the same.
5. The Government is now working on a new formula for planning housing needs whichcould come into come into effect as early as March 2018 yet the proposals are plannedto cover a period up to 2031. It would be unsound to embark on a building programmethat would be based on erroneous, and most likely inflated, figures from the start.

Changes Sought

None

Reasons for Participation

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|------------------|------------|------|---------|--|--|--|---|---|
| PR-C-1534 | 10/10/2017 | Alan | Lodwick | | | | N | Y |
|------------------|------------|------|---------|--|--|--|---|---|

4815

Comments

4 Objection.The figure of 4,400 houses in PR1 is not justified because the underlying calculations in the Oxfordshire SHMA are highly exaggerated and incorrect. They were drawn up by a development consultancy which earns significant income from advising property developers about obtaining planning permission and it was undoubtedly in the consultancy's interests to exaggerate the need. Furthermore theprincipal authors of the SHMA have appeared at the Cherwell and West Oxfordshire local plan examinations representing developers which is a clear and massive conflict of interest, discrediting the entire analysis. The SHMA has been widely criticised including by several planning consultants, and those criticisms have not been seriously addressed. The recent DCLG consultation on "Planning for the right homes in the right places" also suggests that the SHMA figures are incorrect. Of particular relevance is the figure for Oxford of 746 houses per annum compared with the SHMA figure of 1200- 1600 (from which the requirement for Cherwell of 4400 is derived). As the DCLG figure includes a substantial increase (40%) to take account of affordability it is hard to see how the much higher SHMA number can be justified. The new calculation method will apply to Oxford's Local Plan which is not due to be submitted until December 2018.

Changes Sought

Changes needed. The basis of the plan – namely the requirement of 4400 houses – is clearly flawed. It should be withdrawn pending a review of all of the Districts' needs in the light of the DCLG methodology.

Reasons for Participation

Examination. I wish to participate in the public examination only if KidlingtonDevelopment Watch is not invited. I have taken an interest in the development ofCherwell's Local Plan since 2013 and have acquired some understanding andknowledge of the issues involved. I participated in the December 2014 examinationand consider it necessary that an alternative view is presented to that of thedevelopment industry which will inevitably be over represented at the examination.

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
| 4820 | <p>Comments</p> <p>Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not “justified” or “consistent with national policy”. This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that “under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan”. The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored “all other reasonable options” &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the “exceptional circumstances” required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC’s approach is predicated on an assumption that “Oxford’s Housing Needs” form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that “the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the ‘best fit’ of local authority boundaries to a functional housing market area.” More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) “it is not the role of, or possible for, the plan to prescribe where people live and work;” and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a “separate five year housing land supply . . . For meeting Oxford’s needs.” This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF’s presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW’s concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a “reasonable option” for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW’s concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish “exceptional circumstances” for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW’s comments on emerging policies and the changes that they consider are necessary to make the plan sound.</p> <p>Changes Sought</p> <p>The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed “reasonable alternatives” & therefore cannot be considered to have demonstrated “exceptional circumstances” for the release of all of these sites from the GB. * Whilst, as noted above, TW consider that it is appropriate to continue to plan to provide 4,400 homes to help meet Oxfords unmet housing needs by 2031 they consider that the references to the “vision,” “objectives” and “policies” within the Submission Plan inappropriate and unsound. * Specifically the vision focusses on connectivity to Oxford instead of seeking sustainable locations for development. TW consider that this approach is based on the erroneous view that Oxfords unmet housing needs form a distinct and identifiable housing need. Conversely the evidence is that the County forms a single HMA and the resident population displays more fluid habits than assumed within the vision.</p> <p>Reasons for Participation</p> <p>We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.</p> | | | | | | | |
| PR-C-1536 | 09/10/2017 | Elizabeth and Tamsin | Leckie | | | | | N |
| 4821 | <p>Comments</p> <p>Object to Policy PR1(a) to build 4,400 houses in areas around Kidlington to meet Oxford City’s ‘unmet housing needs’. This requirement is unproven and is based on an overinflated estimate of housing need in the county. The Government’s recent revision of targets for new housing shows that the current SHMA housing targets for Oxford/Oxfordshire are overinflated by a third or even a half. Oxford City itself could and should meet most or all of its ‘unmet housing needs’ within the city itself on land it is reserving for business development, especially now that the housing targets for Oxford/Oxfordshire are being radically reduced. Sacrificing the Green Belt to accommodate Oxford City’s housing needs is therefore unnecessary as well as unproven and unjustified. Putting 4,400 new houses around Kidlington is unsustainable. It would aggravate already serious congestion problems and consequent air pollution. If the new houses are built in Oxford itself, they will not add to commuter traffic into Oxford. Schools and health services are already overstretched in the Kidlington area and could not cope with such a large increase in population.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1538 | 09/10/2017 | Dr Charles | Riddell | | | | | N |
| 4831 | <p>Comments</p> <p>Policy PR1(a), which proposes the building of 4,400 houses in the Kidlington-Yarnton area, is not justified and unsound, particularly following the government’s Planning for Homes consultation in September, which has shown Cherwell District Council’s estimate of housing need to be vastly over-inflated. Any additional and less exaggerated housing need can be met through use of land within Oxford city to increase house building, instead of using available land solely for employment use and imposing the building of unjustified accommodation for the city’s own employees on protected GB land outside of the city. Oxford City Council should house its own additional employees within its own boundaries and not encroach on protected GB land.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1539 | 10/10/2017 | Tim | Emptage | | | | | N |
| 4832 | <p>Comments</p> <p>Object very strongly to the virtual loss of the green gap separating Kidlington, Yarnton and Begbroke from each other and North Oxford. The gap in some places is so small that these communities have in effect been joined in one large urban sprawl. The Oxford Plan continues to allocate land for economic/employment growth within its boundaries, thus reducing land available for housing growth. More priority should be given to accommodating urgent housing need, in preference to further employment growth which will further exacerbate housing need. There is a need for affordable housing in Cherwell for people who work in Oxford but how this will be accessed by local people is not made clear in the plan. The figure of 4400 homes is totally unrealistic and the plan does not give any clear proposals for the infrastructure developments that will be required to support such a massive development. Object in relation to PR1 on the grounds of Prematurity as the true unmet housing number has not yet been properly assessed. The lack of a clear, deliverable infrastructure plan. There are no exceptional circumstances to justify development on this scale.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1541 | 09/10/2017 | Maurice | White | | | | | |
| 4840 | <p>Comments</p> <p>Object to PR1a to build 4,400 houses in this area for Oxford overspill. This is not justified and an unproven requirement. There is no evidence for this being due to current employment need or overspill related to housing existing population. This appears to be more to do with generating new growth as areas which could be used for housing within Oxford City boundary e.g. Oxford Gateway development near Peartree emphasise new commercial new population generating commercial growth of a kind which is not essential to key functions of Oxford (Education, Science Tech or High Order Services). Revised government figures for housing growth based on existing need suggest that a high proportion of speculative building opportunity has been included in these figures.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-1544 | 09/10/2017 | Paul | Slater | Edgars on behalf of Mr & Mrs Tomes | | | | Y |
| 4850 | Comments | | | | | | | |
| Edgars object to Policy PR1 in that the 4,400 homes should be regarded as a minimum figure and should not preclude comprehensive sustainable development proposals which accord with the plan's vision and strategy (including land at 14 -16 Woodstock Road, Yarnton) even if these may exceed the 4,400 apportionment. Detailed justification and site description for 14-16 Woodstock Road, Yarnton included in rep. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Policy PR1 should refer to at least 4,400 homes. | | | | Mr and Mrs Tomes have (and land under their control at 14-16 Woodstock Road, Yarnton. This land falls with plan proposal PR3a and adjoins plan proposal PR8. As such Mr and Mrs Tomes have a particular interest in the plan and reserve the right to participate at the oral part of the plan examination. | | | | |
| PR-C-1547 | 10/10/2017 | Annie | Kotak | | | | | N |
| 4854 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. This land was protected as Green Belt for a reason and once it's been developed upon we can NEVER go back. The changes are absolute and truly detrimental to our Oxfordshire countryside. If we allow an urban sprawl to be built over our Green Belt we are endangering Green Belt land all over the country and setting a terrible precedent for building and development on protected land. Plus, if this proposal were to go through then what of the land left around it? It will only be a matter of time before other proposals for development are put forward using the arguments made in this proposal. Where is the end? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1548 | 10/10/2017 | Naresh | Kotak | | | | | N |
| 4862 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. This land was protected as Green Belt for a reason and once it's been developed upon we can NEVER go back. The changes are absolute and truly detrimental to our Oxfordshire countryside. If we allow an urban sprawl to be built over our Green Belt we are endangering Green Belt land all over the country and setting a terrible precedent for building and development on protected land. Plus, if this proposal were to go through then what of the land left around it? It will only be a matter of time before other proposals for development are put forward using the arguments made in this proposal. Where is the end? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1549 | 10/10/2017 | Bella | Kotak | | | | | N |
| 4878 | Comments | | | | | | | |
| The proposed development sites will destroy the Green Belt (GB) countryside around these villages & set a terrible precedent. Objects to PR1(a). This is not a proven requirement & not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems & pollution. Schools & health services would be overstretched. The GB's open countryside would be sacrificed for ever losing walks & views. Natural habitats & wildlife would be destroyed. Oxford CC has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts & failed in its duty to cooperate. Oxford CC should do more to meet its own needs. This is something that should not happen. This land was protected as GB for a reason. Once it's been developed we can never go back. The changes are absolute & truly detrimental to Oxfordshire countryside. It will allow urban sprawl to endanger Green Belt land all over the country & set a terrible precedent for building & development on protected land. If this proposal were to go through then what of the land left around it? It will only be a matter of time before other proposals for development are put forward using the arguments made in this proposal. Where is the end? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1560 | 09/10/2017 | Aubrey | King | | | | | |
| 4892 | Comments | | | | | | | |
| Objects because: 1. Oxford's LP has not yet been prepared so Cherwell's allocation of homes is premature & is not an appropriate strategy. 2. The Govt. has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the SHMA. This needs to be assessed & housing allocations adjusted accordingly. 3. I believe this proposal is unjustified & unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1566 | 10/10/2017 | Omattage G | Kumara | | | | | N |
| 4904 | Comments | | | | | | | |
| Objection to the Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. Paragraph 2.2 of the submission states that it is objectively assessed and justified by evidence having considered reasonable alternatives. No evidence of any comprehensive study into alternatives that has been used in London and other major cities in the world to reduce building foot print and make optimum use of brownfield sites for medium rise (7/8 storey high) apartment blocks. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-1576 | 09/10/2017 | Heidi | Lancaster | | | | |
| 4917 | Comments | | | | | | |
| <p>Objects to the proposed submission plan because there is a lack of strong evidence for such a large number of houses needed. In order for our villages, towns & cities to remain distinct entities the amount they can expand should be limited. With no mechanisms to prevent this the end result could be one large urban conurbation. The GB is one way in which the individual character of our villages, towns & cities can be retained. If Oxford cannot meet its own housing need, then it has expanded as much as is possible. It should not be looking to neighbouring LA's to meet that demand. A false demand for housing is being created by proposed business developments. If Oxford cannot supply the amount of housing required by the business developments then the business development plans need to be re-visited. They should be scaled down so that the housing needs created by the development can be met on land within Oxford City. Building on the Green Belt: The Government's NPPF, Section 9 "Protecting GB land" states: "The govt. attaches great importance to GB's. The fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of GB's are their openness & their permanence." Only in "exceptional circumstances" should there be any change to the GB. As there is not a real demand for this number of houses, I do not consider the circumstances to be anywhere near exceptional. I would consider the need for housing to be exceptional if there were no empty houses in or around Oxford & if new developments sold out immediately. This is not the case. E.g.. there is a perfectly habitable empty house, 2 doors away from us for nearly 18 months. The loss of character to Oxford & the surrounding areas would be irreversible if the GB were to be developed. Open space is important for human well being. Affordable housing: The area severely lacks this. Many families are moving away due to high house prices. The plans do not address this need. The proposed density of housing would only be profitable for the developers if sold at market rates. A higher density would be required for affordable housing. The amount of affordable housing proposed in plans does not get enforced so even if a suitable amount was being proposed, it is unlikely they will be built as developers will look at profit first. Transport: There have been many large & expensive projects over the last 2 decades attempting to address Oxford's transport problems, including the "Oxford Transport Strategy", work on most of the major ring road roundabouts & the Frideswide Square re-modelling. While these projects have made differences to some of the traffic flow & helped some areas, transport around Oxford still remains a major issue. There is no capacity within the ring road to add more infrastructure & the ring road is extremely busy during rush hours. If the new houses are to serve those working in Oxford, it will create even more congestion. I urge you to consider the impact that this number of houses would have on the area & go back to the beginning to consider if such a demand really exists.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1577 | 09/10/2017 | Jane | Irving | | N | N | N |
| 4918 | Comments | | | | | | |
| <p>The consultation document paras 3.6 and 3.7 state that the project team met from January 2015 to September 2016 to progress projects including an understanding of Oxford's unmet housing need, resulting in a decision on apportionment on 26 September 2016. The recent re-evaluation of Oxford's unmet housing need in August/Sept 2017 means that the decision referenced in para 3.7 is irrational, as are the housing proposals by the council based on that apportionment. This means the plan is not sound.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1580 | 09/10/2017 | Janet and Tim | Stott | | | | N |
| 4923 | Comments | | | | | | |
| <p>Objection to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: i) Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. ii) The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. iii) We believe this proposal is unjustified and unsustainable.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1581 | 24/09/2017 | Dr Ratna | Thakar | | | | |
| 4928 | Comments | | | | | | |
| <p>Objection to Policy PR1(a) to build 4,000 houses in this area for Oxford overspill. This is not a proven requirement and not justified. The impact on traffic and services would be immense. No thought appears to have been given to the significant impact on local schools and healthcare provision, both of which are already overstretched.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1589 | 01/10/2017 | Professor Peter | Robbins | | | N | N |
| 4962 | Comments | | | | | | |
| <p>Object to Policy PR1(a) in connection with the proposal to build 4,400 homes in the green belt on the grounds that it is not a justified or proven requirement. New Government methods for calculating housing need indicates that some 30% fewer houses are required in Oxfordshire than previously forecast with the consequence that the basis for housing allocations in Cherwell to accommodate its needs and the City of Oxford's requirements are no longer valid. Less land will be required to accommodate development and there are no exceptional circumstances to warrant the release of land from the Green Belt. Without prejudice to the above point, any proposals by Cherwell to release land from the Green Belt to meet the Oxford's needs are premature and unjustified given that the City of Oxford is in the process of reviewing its Local Plan and has not yet determined how much housing development can be accommodated on land within the City's boundaries.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| <p>Delete PR6a housing allocation on land to the east of Oxford Road; delete PR6b housing allocation on land west of Oxford Road; delete PR7a housing allocation on land south east of Kidlington; delete PR7b housing allocation on land at Stratfield Farm; delete PR8 housing allocation on land east of the A44.</p> | | | | | | | |
| PR-C-1593 | 09/10/2017 | Miss Carol | Davey | | | N | N |
| 4972 | Comments | | | | | | |
| <p>Object to Policy PR1 to build 4,400 houses in this area to fulfil Oxford's unmet housing needs. In view of the recent Government announcement, which supports the argument that this is not a proven requirement and is not justified, the numbers of houses required must be reviewed before plans are progressed any further. The proposed number of houses is unsustainable in an area which already suffers from traffic problems. Health services are already overstretched and this would cause further detriment to local services. The Green Belt open countryside would be lost for ever. Oxford City Council should be doing more to meet its own needs. Concerned that any housing provided would meet the proposed housing needs, in particular with respect to affordable housing. Developers frequently default on their affordable housing quota. As evidenced by the new development at Barton Park, the suggested prices are already well beyond the reach of first-time buyers and many others who are employed within the NHS and academia who earn around the national average.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| <p>The numbers of houses required must be substantially reduced to ensure that any development is sustainable for many years to come.</p> | | | | | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-1618 | 10/10/2017 | Harry | Fletcher | | | | |
| 5531 | Comments | | | | | | |
| Object to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. - The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. - Believe this proposal is unjustified and unsustainable. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1619 | 10/10/2017 | Gary | dáLuz Vieira | | | | |
| 5532 | Comments | | | | | | |
| Object to policy PR1(a) to build 4,400 houses in this area to satisfy Oxford's alleged "unmet housing need" because: - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy. - The government has recently produced a new method for calculating housing need. This indicates that the "housing need" is much lower than indicated by the Strategic Housing Market Assessment. This needs to be assessed and housing allocations adjusted accordingly. - Believe this proposal is unjustified and unsustainable. - The unmet housing requirement is predicated on growth which, given the low unemployment in Oxford, is unnecessary and the affordable housing could be placed where commercial developments are currently being planned, e.g. Northern Gateway. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1623 | 09/10/2017 | Jane, Elizabeth and Kate | Rendle | | | | N |
| 5536 | Comments | | | | | | |
| We consider that the proposed submission plan is Unsound, Not Positively Prepared, Not Justified, and Not Effective for the reasons given in the specific objections below. We object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It was based on a highly inflated estimate of housing need in the county which was unsustainable. The number of 4,400 houses now needs revisiting as does the 28,000 figure previously quoted as Oxford's unmet housing need. This latter figure equates to a population increase of 100, 000 people, a 40% increase and not at all realistic. We understand the increase to be more likely in the range of 10-20%. We demand that any development proposals be put on hold until pending the outcome of the current Government Planning for Homes Consultation - Right Homes in Right Places - which could result in halving the number of new homes the council has to build In addition the effects of Brexit are at present unknown, adding weight to the argument to STOP THE CONSULTATION NOW. A complete rethink of growth strategy is needed. All unsustainable expansion must certainly be stopped. Oxford is a beautiful, historic city which has already been spoiled by ugly developments including the new Westgate shopping centre which will bring more traffic to the already congested and polluted area. Kidlington and the area around it must be protected. We all have a duty to preserve the city and surrounding area for future generations. We were told of an "urgent and pressing need to find homes for Oxford." But there are more jobs than residents in Oxford so in fact there is no "pressing need". The Oxford Profile 2016 shows a job density ratio 1.08. i.e. there are more jobs than current residents! Oxford City Council is finding 15k homes anyway. There is no justification for building homes for people who do not already live here at the expense of the people who do! The "exceptional high need for affordable homes" is disproved by the Barton development where a 3 bedroom home will cost £600k! Homes like these are certainly not affordable for the average person who works in Oxford. For example, the new Westgate shops are paying staff £8 per hour which is below the Oxford living wage of £9.26 which Oxford City Council has committed to. These workers will not be able to afford housing in the area, either to buy or rent! What is needed is affordable housing in the immediate surrounding areas of large scale employment like the Westgate! Expansions outside the city would hugely worsen traffic problems and pollution which are already cause for great concern. According to the Oxford Profile 2016 , 46k people currently commute into Oxford for work, causing daily congestion and pollution, Infrastructure needs to be put in place before any more developments are permitted. Health services are already overstretched; schools are oversubscribed and struggle with budgets; children travel across congested Oxford daily to get to school. There is little confidence in local government management of traffic issues, e.g. £10m spent on Cutteslowe and Wolvercote roundabouts has resulted in even longer journey times! The Green Belt's open countryside is at risk of being sacrificed for ever and its walks and views lost. Natural habitats and wildlife could be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding districts and failed in its duty to cooperate. The City Council needs to do more to meet its own needs. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1640 | 26/12/2017 | Qiujuan | Yuan | | | | N |
| 5611 | Comments | | | | | | |
| I object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1641 | 27/10/2017 | J | Dear | | | | N |
| 5612 | Comments | | | | | | |
| I object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1642 | 08/10/2017 | Richard | Bamprey | | | | N |
| 5613 | Comments | | | | | | |
| I object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1644 | 11/10/2017 | Kate | Berney | | | | N |
| 5615 | Comments | | | | | | |
| I object to Policy PR1 (a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Policy PR1 - Achieving Sustainable Development for Oxford's Needs

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| PR-C-1645 | 11/10/2017 | A M | Foley | | | | N |
| 5616 | Comments | | | | | | |
| I object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1646 | 11/10/2017 | R | Hopcroft | | | | N |
| 5617 | Comments | | | | | | |
| I object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1647 | 11/10/2017 | Mrs | Fowler | | | | N |
| 5628 | Comments | | | | | | |
| I object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1648 | 11/10/2017 | Laura | Morgan | | | | N |
| 5619 | Comments | | | | | | |
| I object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. 4,400 houses is not a justified or proven requirement. It is unsustainable. Oxford should do more to meet its own needs. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Policy PR2 - Housing Mix, Tenure and Size

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| PR-C-0019 | 24/07/2017 | Daniel | Scharf | | | | N |
| 22 | Comments | | | | | | |
| PR2 exclusively promotes self-contained dwellings. This is unjustified. The opportunities represented by purpose built HMOs & co-housing have been overlooked/excluded. These forms of housing are prevalent in many parts of the world but almost entirely absent in Oxfordshire. The Plan should include a policy to reserve (reference 5 - see original doc) land from larger sites for these alternative forms of housing (refers to Oxford C-Housing Group) in order to 'deliver' choice as is required by NPPF para 50. The fact that the SHMA finds the need for smaller dwellings to be greater in the affordable sector than the open market (and also supports 'upsizing') shows that the SHMA is actually an assessment of housing demand which reflects the market for housing for investment purposes (which should not be a matter to be taken account by the Plan) rather than the need for space in which to live that is the main purpose of the Plan (refers to website). Confusing these measures invalidates the Plan as an instrument for the meeting of real housing needs in both the City & Cherwell Districts. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| The Plan should be amended to include the necessary support and privileging of co- housing or community led housing | | | | | | | |
| PR-C-0107 | 20/08/2017 | Mr Jeffrey | Lyes | | | | N |
| 310 | Comments | | | | | | |
| If the old definition of "affordable" is used; the numbers are way over post performance; if they're using the currant definition, they're almost meaningless. Ref gives full definition of "affordable homes" in the letter. This is an extremely unsound plan! Cannot be effective. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | | N Y |
| 813 | Comments | | | | | | |
| Object to the level of housing proposed and do not consider that Green Belt sites in the Parish should be released for development. Notwithstanding this view the Parish Council supports the overall approach to providing high levels of affordable housing. A minimum of 50% affordable housing should be provided on any approved housing allocation to this area. Concerns regarding the delivery of these proposals. Know from our residents that there are significant problems for people trying to access affordable housing within Gosford and Water Eaton. Main concerns are as follows:1. How will affordable housing be defined so that it is truly affordable for those in need?2. The same affordability problems exist for residents of Gosford and Water Eaton as for those in Oxford. The Plan should ensure that new affordable housing is equally available to residents in Gosford and Water Eaton.3. It is important that affordable housing is delivered in accordance with the policy and not watered down as a result of developer pressure. Appropriate mechanisms need to be in place to secure the affordable housing in perpetuity.4. Providing housing for key workers is welcomed however how this will be made is unclear in the policy and would welcome explicit and secure inclusion.5. In the case of market housing there is concern that an appropriate mix is provided and not just executive homes. The mix of housing type is not set out in the policy. In addition, are concerned that buy to let landlords may purchase market housing making it less affordable. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| There should be greater detail in the Policy and supporting text regarding how affordable housing will be defined and delivered such that it continues to remain affordable both for local residents and those from Oxford. Further details should also be given on the mix of market housing type and how key worker housing will be provided. | | | | The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision. | | | |

Proposed Submission Plan - Policy PR2 - Housing Mix, Tenure and Size

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| PR-C-0265 | 09/10/2017 | Ellis | Davies | | N | N | N | Y |
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5548

Comments

This policy seems flawed by the fact that no agreement on the mix of housing that is required and yet they say that there is an unmet need. Surely there would have been some form of knowledge on what kind of housing mix would be needed when calculating the assumed unmet need for Oxford. This seems more of satisfying the developers and the proponents for the incursion into the Greenbelt. It needs to be recognised that over 70% to 75% is left to market forces and could easily be nothing to do with fulfilling Oxford unmet housing needs.

Changes Sought

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-0499 | 30/09/2017 | Alan | Oliver | | | N | | N |
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1189

Comments

1. The sites are on Oxford GB. GB's remain Govt. policy. Land between N Oxford & Kidlington is unique as it fully accords with the 5 GB purposes as per para 80 of the NPPF. GB's are designated to manage the location of new development, they would not exist were there not pressure to develop on them. Such pressures cannot be considered exceptional circumstances. As per para 84 of the NPPF there's no evidence of alternatives being considered i.e.. using allocated, undeveloped employment land in Oxford for housing & promoting employment growth outside Oxford, creating a better balance between where people live & work. Have the LA's co-operated in looking at alternatives? This land being GB also complies with para 81 of the NPPF. It is used for sport & recreation, is biodiverse & visually pleasing. 2. The identified housing needs rely on an outdated study which has never been independently assessed. Revised Govt. figures indicate a reduced requirement. It now seems there is no need to build on GB. Even if there is a need on this scale, it is a poor location to meet Oxford's needs, being adjacent to a London commuter rail line & in the expensive part of Oxford. The private housing will likely attract London commuters & wont provide affordable homes for people with jobs in Oxford. It is evident that many house buyers in N Oxford are those moving from London & continuing to work there. 3. Unsound in allocating NOGC for housing & not taking into account NPPF para 74. Understand NOGC weren't involved in discussions prior to this. NPPF Para 74 says existing sports facilities shouldn't be built on unless it assessed as surplus to requirements or replaced by equivalent or better provision. No such assessment has been made. NOGC, a well established & thriving club with 475 members & 3000 visitors p.a. Its clubhouse is used by the wider community. As a flat course, it is especially suitable for seniors. NOGC is needed. It is not sound practice to propose allocating land for housing & to carry out a retrospective assessment of the need for a golf course. We need this space for the health & wellbeing of locals. The land at Frieze Farm as a replacement GC, appears to be an afterthought. It is too small. Building a new GC on a similar sized site to NOGC would cause H & S issues unless mature trees were in all the right places. No indication shown on how it could be financed or developed. Apparently the landowners have stated to NOGC that they have no intention of providing another GC or providing the level of funds that would be needed. The mature landscape central to the current GC couldn't be replace in reasonable time & therefore the 2nd criterion of para 74 cannot be met.

Changes Sought

Reasons for Participation

The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Killington Gap retained.

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| PR-C-0499 | 30/09/2017 | Alan | Oliver | | | N | | N |
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1190

Comments

4. NOGC is a biodiverse landscape. Containing different tree species & 55 recorded bird species & pond life. The NPPF states this is important for health & wellbeing. It is much valued by locals. Land N of Cutteslowe Park is also important in this respect, changing the open nature the Parks. It is a well used facility. 5. The development will put further pressures on transport & other infrastructures. Seemingly funding bids for infrastructure are being made to cater for growth, but funding has not been secured. Growth shouldn't be approved until infrastructure can be provided & it's demonstrated that any proposed measures will be effective. Traffic in the N Oxford area is already severe. Work on the 2 roundabouts hasn't improved this. More housing will add to congestion & air pollution. Oxford has good public transport provision, but not all who work/live locally will use this. Increased housing & employment levels will add to congestion with its health implications. It will reduce Oxfords' attractiveness as a business location & place to live. Putting more housing & employment in this area cannot be viewed as sustainable. There are also severe existing pressures on other services including health and education.

Changes Sought

Reasons for Participation

The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Kidlington Gap retained.

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| PR-C-0500 | 30/09/2017 | Gill | Oliver | | | N | | N |
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1191

Comments

1. The sites are in the Oxford GB. GBs remain Government policy. The Kidlington Gap land is in GB and fully meets all 5 of the purposes of GB set out in para. 80 of the NPPF. GB's are designed to manage the location of new development and would not exist were there not pressure to develop within them. The existence of such pressures cannot therefore be considered exceptional circumstances. There is no evidence (as per para 84 National Planning Policy Framework) that serious consideration and cooperation by local authorities has been given to alternatives such as using allocated and underdeveloped employment land in Oxford for housing and promoting employment growth outside Oxford to create a better balance between where people live and work. This land is also used positively for outdoor sport, recreations and has value for biodiversity and visual amenity. 2. The identified need is based on an outdated study and revised Government figures indicate a much reduced requirement. This is a poor location to meet Oxford's needs as it is adjacent to a commuter rail line to London and in the most expensive part of Oxford for housing. Therefore will likely cater for London commuters rather than provide the required affordable housing. 3. Para. 74 of the National Planning Policy Framework says that existing sports facilities should not be built on unless an assessment is undertaken showing it is surplus to requirements of replaced by equivalent or better provision. No such assessment as been made. It is understood that the Golf Club were not involved in discussions prior to the allocation. The Golf Club is well established, thriving club whose facilities are also used by the wider community. As a flat course it is particularly suitable for senior members. This facility is clearly needed for the health and well-being of residents. The allocated land at Frieze Farm as a replacement golf course is seemingly an afterthought with no indication of how it could be developed or financed. The mature landscape central to the current course could not be replaced within a reasonable timescale. This creates major health and safety issues and does not meet the second criterion of Para 74. 4. The golf course is valuable in terms of biodiversity and landscape, containing 25 different tree species and 55 regularly records bird species as well as pond life. There would also be a negative impact on the open nature of the land to the north of Cutteslowe Park. 5. Further pressures will be put on transport and other infrastructures. No funding has been secured for further infrastructure and growth should not be approved until it can be demonstrated that any proposed measures will be effective. It has been reported that the recent works on the 2 roundabouts have not improved queue times. More housing will add to congestion and air pollution, put pressure on health and education services, as well as reduce the attractiveness of Oxford. It is difficult to understand that putting more housing and employment in this area can be viewed as sustainable.

Changes Sought

Reasons for Participation

Housing allocations in Kidlington Gap should be removed from the Plan and GP designation of Kidlington Gap retained.

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| PR-C-0578 | 07/10/2017 | Cllr Carmen | Griffiths | | | | | |
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1456

Comments

There is no visible process for how the Affordable housing allocation will work in practice.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR2 - Housing Mix, Tenure and Size

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| PR-C-0578 | 07/10/2017 | Cllr Carmen | Griffiths | | | | | |
| 1454 | Comments | | | | | | | |
| There is insufficient certainty that affordable homes are in fact deliverable | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0578 | 07/10/2017 | Cllr Carmen | Griffiths | | | | | |
| 1455 | Comments | | | | | | | |
| Only land owned by the Universities should afford key worker status to University staff. If not local key workers will not benefit from schemes on offer (if they materialise). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0660 | 07/10/2017 | Carol | Matheson | | | | | N |
| 1628 | Comments | | | | | | | |
| There is no affordable housing (layman's definition) being offered for purchase. It is disingenuous saying affordable housing is being offered. Public/Layman believe affordable housing means cheaper housing, available for purchase for local residents and their families. Affordable housing is owned by the Housing Association rented out at 80% of the market value. Even the house, some of which can be part purchased, remain mainly owned by the Housing Associations. 50% purchase only. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | N |
| 1679 | Comments | | | | | | | |
| You have still not explained the need for such huge areas of development in Gosford and Water Eaton. Nor should you be allowed on any greenbelt or green land in this area. Gosford and Water Eaton do not have their own park – we rely on the greenbelt land that forms a part of the Oxford Greenbelt walk for our leisure. The pans that you have included put in a small green field – if you leave the green belt alone it is not required. Quotes website on Oxford Green belt in the letter. In terms of affordable housing – please define what you consider to be affordable and how this might tie into things like nurse's wages? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0758 | 10/10/2017 | Susan | Cooper | | Yes | Yes | | No |
| 1902 | Comments | | | | | | | |
| The effectiveness is hampered by the national definition of "affordable" as 80% of market value, which in the Oxford area is not in fact affordable for most people working in Oxford. This co-option of the term means that the word has become meaningless and using it just angers members of the community who know it can't be trusted to have its original meaning, and it leaves you appearing to be making meaningless promises. Requiring some 80%-of-market housing just means the developers need the rest to be even more expensive, so is counter-productive. Also housing which is initially sold at 80% of market price can be sold for full market price later, so is only a short-term help, except for those lucky few people who can get on 80% house and make a nice profit upon selling it. What we need is housing that is "affordable for people working in Oxford", so suggest you use that phrase, perhaps defining it as "Oxfordable" for short, e.g. in paragraph 5.24 and Policy PR2: paragraphs 2, 3, 5. Alternatively, in paragraph 5.24 and PR2-2 make it 100% social rent instead of leaving the mix between social and "affordable" rent undefined. The large unmet need for social housing would justify this at least initially. Perhaps it isn't needed for the full period so a phrase such as "as long as requested by Oxford City Council" could be added. In PR2-3, welcomes the shift of the mix toward smaller properties compared to that in the SHMA as quoted in paragraph 5.27, as smaller size should mean more affordable for Oxford workers, but suggest you go further and include some studio flats as a lowest cost option for buyers and renters. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Suggest that PR2 be expanded to allow for provision of employer-funded housing for their workers as a broader scope than just key workers, and also for student housing. Given the good bus service into the city centre, this could be attractive for Oxford University employees and graduate students, as well as other city-centre employees. Ring-fencing housing in such ways prevents it from being taken by people working in London and attracted to living in the North Oxford / Kidlington area by the new train station. | | | | | | | | |

Proposed Submission Plan - Policy PR2 - Housing Mix, Tenure and Size

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| PR-C-0773 | 10/10/2017 | Philip | Rawle | Greenlight Developments | Y | Y | N | Y |
| 1951 | <p>Comments</p> <p>Does not consider the Partial Review of Cherwell Local Plan to pass the 'tests' of soundness, in terms of being positively prepared, justified, effective and consistent with National policy. This is because the Partial Review does not make reference to the need for C2 units (residential institutions, including care homes), nor to care/nursing homes more generally. Policy PR2 deals with C3 uses only. Further limitations on current local planning policies (adopted and emerging) are outlined in the accompanying Note prepared by Lichfield's. In terms of National policy, the Government's National Planning Practice web-based resource in the section on 'Housing and economic development needs assessments' provides guidance to the plan-making process on how to deal with 'housing for older people'. Failure of the Partial Review to meet the care needs of the District will clearly have significant implications on housing options for Cherwell's increasingly ageing population. The accompanying Note prepared by Lichfield's quantifies that like the rest of the UK there is a clear need for care homes in Cherwell. Examples are found in the Oxfordshire SHMA, which projects the number of people with dementia and mobility issues in Cherwell and Oxfordshire will roughly double by 2031 (end of this Plan period). The latest DCLG figures project the number of people in Cherwell living in communal establishments to double by 2031. The Lichfield's' Note sets out the care need for Cherwell as follows: • In Cherwell District itself, the latest DCLG projections show growth in the number of people over age 75 living in communal establishments of 565, i.e. this is the number of care home bed spaces needed (2011 – 2031). However, as the Council are planning for housing growth well in excess of demographic trends, which will lead the population growth in excess of demographic trends, 565 bed spaces should be considered a minimum to plan for up to 2031. • In terms of Oxford City's need, the DCLG projections suggest a need for a further 305 bed spaces by 2031, and (as with its housing need) a proportion of this may well go unmet. Cherwell will inevitably import some of Oxford's care home needs, as those additional residents (who otherwise would have lived in Oxford) age and move into care homes. This further justifies the use of the 565 figure for Cherwell as a minimum, which may need to be increased if unmet care home need for Oxford is identified. Lichfield's' Note on Care Home Need provided.</p> | | | | | | | |
| | <p>Changes Sought</p> <p>Greenlight asserts that it in order for this clear 'need' for care bed spaces to be met in Cherwell over the Plan period, specific policies are required to:(a) Set the delivery of this need over the Plan period as a requirement - this requirement being a minimum of 565 bed spaces by 2031; and(b) To identify and allocate sites to accommodate this need in the Plan and on the Policies Map.To this end, Greenlights' land interest at Skimmingdish Lane, Bicester, which is currently subject to planning application 17/01428/F, provides an opportune site to be allocated for a 64-bed care home; thus accommodating some 11.3% of the bed space requirement (based on a total requirement of 565 bed spaces) over the Plan period (by 2031).To demonstrate how the site at Skimmingdish Lane, Bicester can accommodate a 64-bed care home, and therefore to assist in informing its allocation as a care home site in the Plan, enclosed with this letter is the site location plan and proposed site layout plan, both of which form part of the current planning application on the site.</p> | | | <p>Reasons for Participation</p> <p>The matters raised in these representations are of a strategic nature to the plan.</p> | | | | |
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| 523 | <p>Comments</p> <p>Objection. In relation to Affordable Housing the consortium requests a different policy approach to that in the Partial Review. Given that the specific purpose of this component of the Local Plan is to meet the housing needs of Oxford, it is right that the policy reflects the dynamics of that housing market. However, the prescribed approach is now a dated one and the City Council is in the process of reviewing it through the preparation of a new Local Plan. In this regard, the consortium requests that within the definition of affordable housing specific allowance is made for the key workers employed by the University and Colleges. As with other employers of key workers in the City, such as the hospitals and schools, members of the consortium frequently experience the challenge of recruiting new staff and retaining existing staff that the unaffordability of housing presents. This can be a deterrent to the consortium members attracting the brightest and the best young researchers coming to work in Oxford. This is a direct threat to the University maintaining its status as the Number 1 University in the World; to remain the best it must attract and retain the best academic minds. Meeting the needs of the University's key workers is not currently addressed in the affordable housing policies that apply in Oxford. However, the members of the consortium are in discussions with the City Council through the University to introduce such an amendment to the City's policies. The University is asking the City Council to recognise, in the definitions used in the Local Plan, that its academic staff, early career research staff and technical and support staff should be identified as key workers. The University has many academic, technical and support staff on lower incomes who cannot afford to buy a house at current market prices, whether that be in Oxford or in the adjacent districts.Key worker housing is intermediate housing that includes a condition of tenancy or lease that at least one full time occupier of each unit or sub-unit must, at the point of that person's first occupation, be in paid employment within one or more of the following occupations:• University and Colleges;• Academic staff;• Early career research staff; and• Other priority staff (both technical and support) at any College, Division or the Administration within the University of Oxford and Oxford University Press.It is intended that, through this mechanism, sites (or part of sites) that are being brought forward specifically to meet the requirements of key workers of the University and Colleges should be exempt in the Local Plan from the affordable housing policy quota.</p> | | | | | | | |
| | <p>Changes Sought</p> <p>The Partial Review will need to reflect the most up-to-date position and that is the one that is emerging within Oxford, rather than the one contained in the 'Sites and Housing Plan'. The consortium therefore requests that Cherwell Council works closely with Oxford City to better define the requirement and composition of Affordable Housing for these sites as well as the provision to be made for key worker housing as a component of affordable housing.</p> | | | <p>Reasons for Participation</p> <p>On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination.</p> | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | N |
| 2202 | <p>Comments</p> <p>Support for 50% allocation of affordable housing on all sites together with provision for rented homes and allocation for key workers. Concern that affordable rented property will be allocated to Oxford residents not working in Oxford. There are many Kidlington and Cherwell District Council residents who work in Oxford. Nomination rights should be in the control of Cherwell District Council for rented property. The University who own much of the proposed development land should use these sites for university employees. Objection as some elements are unsound. There should be more clarity about how the affordable housing is to be achieved which will not be to the detriment of residents in Cherwell and more clarity about the provision of key worker housing and nomination rights.</p> | | | | | | | |
| | <p>Changes Sought</p> | | | <p>Reasons for Participation</p> | | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | | | | | N |
| 2218 | <p>Comments</p> <p>Support for 50% allocation of affordable housing on all sites together with provision for rented homes and allocation for key workers. No clarity in relation to how the affordable housing will be allocated to Cherwell District Council residents who work in Oxford. Nomination rights should be in the control of Cherwell District Council for rented property. It should be built into the plan that the University who own much of the proposed development land should use these sites for university employees. Objection as some elements are unsound.</p> | | | | | | | |
| | <p>Changes Sought</p> <p>There should be more clarity about how the affordable housing is to be achieved which will not be to the detriment of residents in Cherwell and more clarity about the provision of key worker housing and nomination right.</p> | | | <p>Reasons for Participation</p> | | | | |

Proposed Submission Plan - Policy PR2 - Housing Mix, Tenure and Size

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| PR-C-0836 | 09/10/2017 | Chris | Pack | | | | | N |
| 2265 | <p>Comments</p> <p>Objection to Policy PR2: Understand that the principal premise of the CLPPR is to provide for Oxford City's unmet housing need and to ensure that 50% are affordable. I support that 50% figure but it is not included in this policy-only for individual sites. Further there is no clarity about how new affordable housing will be accessed bearing in mind that all the sites are in Cherwell. I would worry that CDC housing clients might be displaced from the waiting list by Oxford clients such as University key workers. Object on the grounds that it is Unsound since there is a lack of clarity and detail concerning matters of affordable housing.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y |
| 5007 | <p>Comments</p> <p>The Tripartite supports the objective of Policy PR2 to require affordable housing from the strategic development sites. Also supports the provision of 50% of homes as affordable housing subject to the representations, set out in relation to Policy PR8. Detailed comments provided (including for key work housing).</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>Changes to the following PR2 points: 1. All housing to be provided as self-contained dwellings (use class C3) only, which shall include flats or apartments, for the avoidance of doubt. 2. Provision of 80% of the affordable housing as affordable rent/social rented dwellings and 20% as other forms of intermediate affordable homes unless otherwise agreed with Cherwell District Council. 3. Delivery of 25 to 30% of the affordable homes as one-bedroomed properties, 30 to 35% as two-bedroomed properties, 30 to 35% as three-bedroomed properties and 5 to 10% as four+ bedroomed properties unless otherwise agreed with Cherwell District Council in consultation with Oxford City Council. 4. Delivery of a mix of sizes of market homes to meet current and future needs and to create socially mixed and inclusive communities. The mix of housing is to be agreed with Cherwell District Council in consultation with Oxford City Council having regard to the most up-to-date evidence on Oxford's housing need and available evidence on local market conditions. The mix of housing shall be generally agreed and set out in the Development Brief, which will then inform an outline application and subsequent reserved matters applications that will determine the final mix. 5. Provision for key workers as part of the affordable housing mix. The provision shall be made in accordance with Oxford City Council's definition of key workers unless otherwise agreed with Cherwell District Council in consultation with Oxford City Council. 6. Provision of an opportunity for community self-build or self-finish housing to be agreed with Cherwell District in consultation with Oxford City Council unless otherwise agreed with Cherwell District Council. Amend the 'definition of key worker' as set out in the Plan and supporting text for Policy PR2, as follows in respect of the University/Colleges: "Key worker housing is intermediate housing that includes a condition of tenancy or lease that at least one full-time occupier of each unit or sub-unit must, at the point of that person's first occupation, be in paid employment within one or more of the following occupations: Universities and colleges: academic staff, early career research staff and other priority staff (both technical and support) at any College, Division or the Administration within the University of Oxford and Oxford University Press."</p> | | | | <p>The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.</p> | | | | |

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| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
| 5207 | <p>Comments</p> <p>Affordable Housing. Questions the amount of affordable housing in the plan. The level of at least 35% per development in the Kidlington area should be substantially raised, but depending on circumstances to at least 50%, as in the Oxford Local Plan. This will then assist in meeting the housing need for people in Kidlington & surrounding area, and for that matter in Cherwell district as a whole. Between at least 5% & 7% of the total housing development should be allocated to Kidlington & surrounding area residents. Densities. Consideration should be given to using the housing densities associated with the Oxford Local Plan with its incorporated Strategic Land Availability and Unmet Housing Need Assessment (December 2014 & October 2016). This shows the density for dwellings in new Oxford residential, suburban development areas as 67 being the high value, 51 as the median value & 35 the low value. Generally an accepted proposal could be 50 dwellings per hectare. In contrast, the Cherwell Local Plan considers the BSC Policies should apply for the Green Belt being comparable to the effective & efficient use of Brownfield sites, being of at least 30 dwellings per hectare. This should apply as a low value. There are recent examples that support increasing the density of dwellings in order to reduce the size of identified development areas in Kidlington & surrounding areas, which create a planning precedence, e.g.. Bramley Close, Kidlington. A table & accompanying notes are provided. These form part of the objection & make a comparison between the basic details of CDC's identified residential development areas against the proposal set out in this objection for increasing housing densities to reduce development areas in order to protect as much as the Green Belt as possible and particularly preserve the "green gap" between north Oxford & Kidlington.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>The objection is based on removing paragraph 2 of Policy PR2 and replacing it with "Depending on circumstances the reduction in size development areas PR6a to PR10 shall be at a density of between 35 & 50 homes/ hectare and each will consist of providing between 45% to 65% of affordable housing. Where at least 5% to 7% of this total is reserved for allocating to local people in Kidlington and surrounding area. The affordable housing shall consist of a mix of affordable rent/social rented dwellings and 20% as other forms of intermediate affordable housing.</p> | | | | <p>Based on the representation, would like to reserve the right to respond if necessary.</p> | | | | |

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| PR-C-1185 | 19/08/2017 | N | O'Mahoney | | | | | N |
| 3796 | <p>Comments</p> <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR2 - Housing Mix, Tenure and Size

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|------------------|------------|-----------|-------|-------------------------------------------------------------------------|--|--|---|---|
| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | | | N | Y |
|------------------|------------|-----------|-------|-------------------------------------------------------------------------|--|--|---|---|

5350

Comments

The entire premise of the Plan is that additional land is required to be allocated in Cherwell to accommodate Oxfords unmet housing needs, & to ensure that a high proportion of that new housing is genuinely affordable. Kidlington Parish Council (KPC) supports a requirement for 50% of new housing to be genuinely affordable. For clarity, it would be helpful if this requirement was included in PR2, rather than in each individual allocation. It is noted that it is not yet included in the Policy concerning unallocated sites (PR12B). PR2 gives insufficient certainty to the delivery of affordable housing for Cherwell residents who are employed in Oxford, & facing similar affordability problems. The Plan proposes that the definition of Key workers used in the Oxford City Plan should be adopted. KPC has concerns that CDC housing clients might be displaced from the Housing Waiting List by Oxford clients - in particular, by University Key workers to the detriment of other clients in housing need who are employed in local schools, the health service & other jobs which serve the whole community. Mindful of the fact that the Universities own much of the land proposed for new housing, it is suggested that only these sites should afford Key worker status to University staff. KPC has been unable to access any clarity from the relevant Authorities on how the allocation of new affordable housing will work in practice – the houses will be within CDC, but there is no visible process for shared nomination rights with Oxford City Council. As this is such an integral part of meeting Plan objectives, the principles to be adopted should be an annex to the Plan. Fuller information on the proposed strategy is essential before the Policy is adopted. It is not sufficient to defer this arrangement to a later stage.

Changes Sought

There needs to be greater detail in the Policy & supporting text (or an Appendix) regarding how affordable housing will be defined & delivered such that it continues to remain affordable for all local residents working in Oxford. Further details should also be given on the mix of market housing type and how key worker housing will be provided.

Reasons for Participation

KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

5520

Comments

Have a number of detailed comments on the proposed Policy wording. In particular we consider that the tenure split requirements should be consistent with those applied for the wider District. In addition, the criterion for self-build/self-finish units should be removed.

Changes Sought

The criterion for self-build/self-finish units should be removed.

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

5388

Comments

The Policy sets a series of detailed requirements which the proposed allocations are required to meet. Recognise the importance of the proposed allocations meeting the identified needs for Oxford City however it is also important that the proposals are also responsive to the context of the part of Cherwell in which they will be located. Considers some of the specific requirements of the Policy in turn. 1) "All housing to be provided as self-contained dwellings (use class C3) only" - Whilst the clarification that only use class C3 dwellings will count towards the housing requirement is helpful, concern is raised regarding the description of these as 'self-contained dwellings'. It is considered that the use of this terminology may lead to unnecessary confusion as to whether flats with communal accesses; amenity space etc. would be counted towards this provision. 2) "Provision of 80% of the affordable housing as affordable rent/social rented dwellings and 20% as other forms of intermediate affordable homes" - The overall percentage requirement for affordable housing is set in the separate allocation policies and this is discussed in relation to the client's land. It is noted that the adopted Cherwell Local Plan requires a 70:30 split between affordable rent/social rented and intermediate affordable homes, as opposed to the 80:20 split proposed in the current consultation document. At this stage there is no clarity provided as to how the affordable housing units will be allocated and how this will be coordinated between Cherwell District and Oxford City Council. Whilst it is important that the proposed developments meet the identified needs of Oxford City, they will form part of Cherwell District and as such it is considered that the same approach should be applied to all new developments across the District to form a cohesive approach. Indeed it is noted that no differential in the quantum and mix of affordable housing has been proposed in the West Oxfordshire Local Plan which is currently at an advanced stage in its Examination. Under the currently proposed approach, concern is raised that this will hinder the delivery of the allocated Oxford City sites as clearly the delivery of the sites to meet Cherwell's needs would be economically preferable to developers under the current proposed approach. Whilst the consultation is supported by a viability appraisal, it is considered that flexibility should be included in the policy to allow for the mix or quantum of affordable housing to be amended should this be proved to be unviable. Furthermore whilst the individual policy allocations set out the level of affordable housing which will be sought, this is not applied to the sites not allocated in the Partial Review covered under Policy PR12b. As such an affordable housing requirement should be identified for sites coming forward under these circumstances. 3) "Delivery of 25 to 30% of the affordable homes as one-bedroomed properties, 30 to 35% as two-bedroomed properties, 30 to 35% as three-bedroomed properties and 5 to 10% as four+ bedroomed properties unless otherwise agreed with Cherwell District Council in consultation with Oxford City Council" - As discussed, whilst the identified needs for Oxford City it is also important that the proposals are responsive to the context of the part of Cherwell in which they will be located. Furthermore, flexibility should be included in the policy to allow for the mix of housing to be amended should the combination of policy requirements be shown to be unviable and to allow for changes in Government policy. 4) "Provision for key workers as part of both the affordable and market housing mix" - The provision shall be made in accordance with Oxford City Council's definition of key workers unless otherwise agreed with Cherwell District Council in consultation with Oxford City Council - Key workers are critical to the functioning of the local economy. We support an approach which recognises that key workers who cannot access market housing should be provided for. Whilst key-worker housing is not currently specified as a defined form of affordable housing in the NPPF, we consider it is appropriate to plan to meet those needs and we support an approach which prioritises key workers as occupants of affordable housing. Paragraph 5 implies that the Council may restrict elements of the market housing to key workers. That would be inappropriate as key worker who are not in need of affordable housing will have their needs met by the market. We consider greater flexibility is needed in terms of tenure mix to allow for changes in the affordable housing forms depending on the definitions which will be included in the new NPPF in due course, to maximise affordable housing delivery, and ensure wide ranging needs are met. 5) "Provision of an opportunity for community self-build or self-finish housing to be agreed with Cherwell District in consultation with Oxford City Council" - The Council have taken a clear lead in making provision for meeting demand for self build or self-finish housing across the District which is to be commended. This is particularly exemplified through the opportunity presented by Graven Hill and the work of the Build! programme. Clearly these programmes do however relate to meeting the needs for such forms of housing within Cherwell District. The evidence base to the Partial Review Proposed Submission Plan provides no clarity on whether the unmet need from Oxford City includes unmet demand for self-build or custom-build housing. Furthermore a copy of the Oxford City self-build register is also not provided and indeed from the City Council's website the only option for registering for self/custom build housing is for locations within the City itself therefore it is unclear whether those individuals on the register would indeed be interested in locations outside the City. Given the identified need for market and affordable housing and the commitment of Cherwell to assisting in meeting this demand, it is these needs which should be prioritised to be met. As such it is considered that this criterion should be removed.

Changes Sought

Suggests clarification of the description of 'self-contained dwellings'. Flexibility should be included in the policy to allow for the mix or quantum of affordable housing to be amended should this be proved to be unviable. Furthermore whilst the individual policy allocations set out the level of affordable housing which will be sought, this is not applied to the sites not allocated in the Partial Review covered under Policy PR12b. As such an affordable housing requirement should be identified for sites coming forward under these circumstances. Flexibility is needed in terms of tenure mix to allow for changes in the affordable housing forms depending on the definitions which will be included in the new NPPF in due course, to maximise affordable housing delivery, and ensure wide ranging needs are met. Criterion relating to self build should be removed.

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

Proposed Submission Plan - Policy PR2 - Housing Mix, Tenure and Size

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|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
| 5499 | Comments | | | | | | | |

We note that the Local Plan Part 1 Partial Review proposes policies applicable to sites which meet Oxford's unmet need only. All policies in the Partial Review should be consistent with the adopted Local Plan and its policies. Adopted Local Plan BSC 3: 'Affordable Housing' requires 30% affordable housing (target mix of 70% affordable/social rented and 30% as other forms of intermediate affordable homes) at Banbury and Bicester on sites that propose or can accommodate 11 or more dwellings (gross). Policy BSC 3 requires 35% affordable housing (target mix 70% affordable/social rented and 30% as other forms of intermediate affordable homes) at Kidlington and elsewhere on sites that propose or can accommodate 11 or more dwellings (gross). Local Plan Policy BSC 4: 'Housing Mix' 24 requires new residential development to provide a mix of homes to meet current and future housing needs. The Policy does not specify the target mix of housing. Partial Review Policy PR2 introduces an affordable mix of 80% affordable/social rented and 20% as other forms of intermediate affordable homes. It also introduces controls on the type of affordable housing with the delivery of 25-30% of the affordable homes as one bedroom properties, 30-35% as two bedroom properties, 30-35% as three bedroom properties and 5-10% as four+ bedroom properties. A2D query whether the affordable housing provision will meet the needs of Oxford City or CDC's waiting lists from which nominations are made. In any affordable housing policy, the flexibility to adjust quantum and tenure to reflect site circumstances and need (site location and scheme characteristics as well as viability) is essential. As already stated, all policies in the Partial Review should be consistent with the adopted Local Plan and its policies. A2D therefore objects to this draft policy.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed.

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|------------------|------------|-------|------|---------------------|--|--|--|--|
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4577 | Comments | | | | | | | |

Affordable Housing It is welcomed that the Partial Review sets a target for 50% of development to be affordable, & that within the 50%, that priority is given to tenures which help those most in need (Policy PR2). The policy proposes the priority should be affordable rent or social rent. Please note that of those tenures, the City Council's priority for addressing the needs of those on the housing register would be for social rent homes. Welcomes the ongoing dialogue with CDC planning & housing colleagues, to discuss delivery of affordable housing at the sites allocated through the Partial Review, & particularly the allocations policy for rented affordable housing. It is envisaged that these discussions will culminate in an agreed strategy or process for allocating nomination rights to the City Council for those on its housing register. It is supported that 'key worker' housing may be delivered as part of the remaining 20% intermediate affordable housing. Oxford CC is proposing to take a new approach to this issue & not using the term key worker in its emerging policy approaches in the Oxford Local Plan; the Preferred Options proposes an approach aligned more with income & affordability rather than specific employers or sectors.

Changes Sought

Reasons for Participation

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|------------------|------------|----------|---------|---------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1437 | 10/10/2017 | Clr Paul | Buckley | Councillor for Wolvercote and Summertown Division of Oxfordshire County Council | Y | Y | N | Y |
| 4585 | Comments | | | | | | | |

Oxford's chronic need is for housing affordable to people living & working in Oxford, on Oxford rates of pay. The SHMA showed the need is most acute for people on modest incomes. Oxford CC therefore has a policy of requiring 50% of housing provided to be 'affordable', of which 80% is affordable rent/social rented housing. Para 5.23 claims encouragingly 'we sought to meet Oxford's requirement for 50%..'. However, policy PR2 unacceptably fails to commit to this aim, without providing any justification. It is inevitable that, unless this requirement is adhered to rigorously, the majority of housing will not positively contribute to meeting the urgent needs of Oxford's workers. In the site-specific policies, the 50% requirement is included as being one of the conditions that, if met, will allow developments to be permitted. The policy should be changed to make clear that this condition MUST be met before developments are permitted. A hazard of aiming to meet some of Oxford's need in Cherwell District, is the proximity to easier London commuter trains, e.g. Bicester/ Oxford Parkway (& not Oxford City station). This option did not exist in 2014 when the SHMA was produced. Therefore, housing provided won't contribute Oxford's unmet need at all, as assessed by the SHMA but house London commuters instead. Recent experience of Barton Park shows that prices in the open market will be out of reach of almost all Oxford workers, & will only be affordable to workers in London city. There are 2 consequences; First, this in one reason Cherwell District is a bad location choice for providing the extra housing for Oxford's unmet need. Second, access to this housing must be restricted as much as possible to Oxford workers, e.g. by encouraging rentable key worker housing to be provided by big local employers, e.g. BMW, the hospitals, universities & school multi-academy trusts. Policy PR2 omits to mention this need, without justification, & needs to be changed.

Changes Sought

Reasons for Participation

PR2 should be changed in two respects.1. It should make clear that the requirement to provide 50% 'affordable' housing is a non-negotiable condition for developments to be permitted by CDC.2. It should propose means to encourage development of housing for Oxford workers, e.g. by encouraging major Oxford employers (e.g. BMW, hospitals, universities, school multi-academy trusts) to develop housing for rent by their keyworkers.

Because the need to change Policy PR2 needs to be emphasised.

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|------------------|------------|-----|------|---------------|---|---|---|---|
| PR-C-1442 | 10/10/2017 | Tim | Lund | Oxford YIMBYs | Y | Y | N | N |
| 4604 | Comments | | | | | | | |

We very much welcome that, per 5.13, the "strategy is Oxford specific; to provide homes where people can most readily connect to Oxford and sustainably access the city's employment areas, its universities and its services and facilities". This readiness to co-operate with neighbouring authorities is essential for coherent planning, and recognises the needs of both existing and future residents. The weakness of the plan arises from its acceptance of the current low densities of the area. The numbers of homes per hectare on the sites proposed in Table 4, around 20, are in line with those for existing 'fully developed' areas of Kidlington, but less than half in parts of Oxford, without any high rise development, and also without the outstanding existing and potential public transport options discussed in this plan. Planning for unnecessarily low densities means that new homes will, immediately via the open market, or over time as they are resold, be unaffordable by the keyworkers for whom they are meant. Measures to keep new homes affordable are welcome, but will be hard to maintain in the long run as long as there are not enough homes overall. The realism of para 5.13 should mean policies for Kidlington, Begbroke and Yarnton which allow the development of a new, distinct identities as local centres, so that they do not become low density dormitory suburbs, whether of Oxford or London. Higher densities should also apply to currently developed areas, in a way which works for existing residents, and reduce the area needed for new development. This would mean less loss of Green Belt, which will be welcomed by many, although this should not be an overriding objection. A gap between Oxford and these local centres risks undermining their connectedness with Oxford, as required by 5.13, so some Green Belt land will have to be re-designated. New policies suggested above for identities as local centres can offset this any loss in this regard. We strongly support policies for the encouragement of environmentally sustainable transport, such as the proposed new rail station at Yarnton, infrastructure required for rapid transport schemes, and better cycling facilities, especially allowing access to Oxford. Higher densities will also encourage walking, which is the most environmentally sustainable transport mode of them all.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR2 - Housing Mix, Tenure and Size

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| PR-C-1449 | 10/10/2017 | Janet | Rowley | WYG on behalf of Barwood Development Securities Ltd | | | | N |
| 5545 | <p>Comments</p> <p>Barwood Development Securities Ltd object to Policy PR2 of the Proposed Submission Plan, on the basis that it is neither justified nor effective, contrary to the paragraph 182 of the NPPF. With regard to affordable housing, we acknowledge the role of the SHMA in identifying the appropriate mix within the wider housing market area, and the inclusion of key worker housing within this mix. However, it is considered that Policy PR2 requires more flexibility to allow housing mix to be determined on a site by site basis, and a departure from policy where adequate justification and evidence is submitted as part of individual planning applications. This approach would allow individual developments to respond directly to local needs and requirements at the time. In terms of market housing, it should fall to commercial property developers to determine, within the parameters of Government policy, the housing mix appropriate for each individual development based on site specific circumstances and local market conditions</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1490 | 09/10/2017 | Ian and Helen | Kingsley | | | | | N N |
| 4674 | <p>Comments</p> <p>Objection to Policy PR2 Affordable Housing is 80% of the price of a house. Developers have said they will build 50% such houses for key workers. Kidlington ALREADY houses people working in the University, in the City centre; in the Hospitals in Headington and in the car factory in Cowley. It accommodates a huge number of Oxford's key workers. No provision has been given to these people living in Kidlington who face similar affordability issues. Please see the Oxford's new development at Barton Park. A 3-bedroom house is £600,000 and a flats priced at £300,000. 80% of these prices are £480,000 and £280,000. The reality is no first-time buyers can afford to buy these houses and developers of the site are defaulting on their affordable housing quota. It will be the same scenario here. First-time buyers will be priced out of the market; houses will be bought for Buy to Let or by commuters. Oxford's Unmet needs will not change and young people trying to get on the housing ladder will still not find housing they can afford. These plans are undeliverable. Would also ask why Kidlington residents must defer to Oxford's residents - why is it the City solely allocating this housing?</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1508 | 09/10/2017 | Alan | Graham | | | | | N N N N |
| 4741 | <p>Comments</p> <p>Policy PR2 – Housing Mix, Tenure and Size Overall support the provision of 50% affordable housing provision to meet local need and with the predominant form of tenure as social rented housing. The objective of achieving 80% rented housing is generally supported, but should only be for social rented housing, excluding affordable rented housing. There also needs to be recognition within the Plan that this should go towards meeting the local housing need within Cherwell DC. This is not stated in the Plan and this policy is not justified without nomination rights clarified.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1514 | 10/10/2017 | Councillors Neil Prestidge and Maurice Billington | Prestidge and Billington | | | | | N N |
| 4761 | <p>Comments</p> <p>Unsound. The entire reason for the plan is to provide additional housing for Oxfords unmet need and that a high proportion of this housing is genuinely affordable. Policy PR2 does not provide adequate provision of affordable housing for Cherwell residents who are employed in Oxford and are driving Oxfords economic growth. We support the 50% affordable housing target that has been set in these proposals, details need to be added into policy PR2 so that developers cannot get out of providing the required 50% affordable housing target. This target already exists in Oxford and is very rarely met by developers. In the current proposals, we understand that for the purpose of the local plan process all of the affordable housing in these proposals will allocated for Oxford City residents. We find this unacceptable, a proportion of the housing needs to be allocated for people living in Kidlington, Gosford, Yarnton and Begbroke who are also affected by the inflated housing prices in the area.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
| 5102 | <p>Comments</p> <p>How the allocation of new affordable housing will work in practice between OCC & CDC has not been established satisfactorily, & therefore it is essential there is a proposed strategy in place before the Policy is adopted.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1521 | 09/10/2017 | Alaric | Rose | | | | | N N |
| 4780 | <p>Comments</p> <p>The entire premise of the CPRLP is that additional land is required to be allocated in Cherwell to meet Oxfords unmet housing needs, and to ensure that a high proportion of that new housing is genuinely affordable. Full support a requirement for 50% of all new housing to be genuinely affordable, but it is not yet included in the Policy concerning unallocated sites (PR12B). Policy PR2 gives insufficient certainty to the delivery of affordable housing for Cherwell residents who are employed in Oxford, and face similar affordability problems. The Plan proposes that the definition of Key workers used in the Oxford City Plan should be adopted. Concern that Cherwell's residents may be displaced from the Housing Waiting List by Oxford clients - in particular, by University Key workers to the detriment of other clients in housing need who are employed in local schools, the health service and other jobs which serve the whole community. Mindful of the fact that the Universities own much of the land proposed for new housing, it is suggested that only these sites should afford Key worker status to University staff. Of concern is that Oxford University and its colleges may be exempted from any infrastructure contributions through charitable exemption. There has been no guidance as to how nomination rights will work in practice for the new affordable homes; the houses will be within Cherwell, but there is no visible process for sharing nomination rights with Oxford City Council. As this is such an integral part of meeting Plan objectives, the principles to be adopted should be an annex to the Plan. Fuller information on the proposed strategy is essential before the Policy is adopted. It is not sufficient to defer this arrangement to a later stage.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>C.1 There should be greater detail in the Policy and supporting text (or anAppendix) regarding how affordable housing will be defined and deliveredsuch that it continues to remain affordable both for local residents and thosefrom Oxford. Further details should also be given on the mix of market housingtype and how key worker housing will be provided.</p> | | | | | | | |
| PR-C-1533 | 09/10/2017 | Janet | Warren | | | | | N |
| 4814 | <p>Comments</p> <p>1. Developers have a right to appeal any agreements they may have accepted regardingthe proportion of 'affordable homes' on the basis that their profit margins would becompromised 2. Caveat emptor, comes to mind. If the cost of the land mitigates against sticking tooriginal agreements then clearly too much was paid for the land. The residents ofCherwell cannot be expected to fund the profits of landowners and builders, local orotherwise.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR2 - Housing Mix, Tenure and Size

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|

5259

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not “justified” or “consistent with national policy”. This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that “under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan”. The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored “all other reasonable options” &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the “exceptional circumstances” required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC’s approach is predicated on an assumption that “Oxford’s Housing Needs” form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that “the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the ‘best fit’ of local authority boundaries to a functional housing market area.” More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) “it is not the role of, or possible for, the plan to prescribe where people live and work;” and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a “separate five year housing land supply . . . For meeting Oxford’s needs.” This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF’s presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW’s concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a “reasonable option” for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW’s concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish “exceptional circumstances” for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW’s comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed “reasonable alternatives” & therefore cannot be considered to have demonstrated “exceptional circumstances” for the release of all of these sites from the GB. Taylor Wimpey are concerned that this draft policy is too prescriptive and fails to allow sufficient flexibility for specific circumstances that may apply. They consider that additional text should be added at the end of the first paragraph stating “except where such provision is not feasible or viable.”

Reasons for Participation

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

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|------------------|------------|-----|---------|--|--|--|--|---|
| PR-C-1539 | 10/10/2017 | Tim | Emptage | | | | | N |
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4833

Comments

Object in relation to PR2 on the grounds of lack of clarity on key worker housing and nomination rights.Lack of clarity on how Cherwell residents will benefit from the affordable housing. The allocation of 50% affordable housing and the allocation for key workers and provision for rented homes is to be welcomed but the plan does not make it clear on how this will be achieved. The plan does not detail how the affordable housing will be allocated with regard to Cherwell residents, many of whom work in Oxford. It would not be right for Oxford City council to have nomination rights on rented housing in Cherwell DC area. This issue should be resolved before proceeding with the plan.

Changes Sought

Reasons for Participation

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|------------------|------------|-------------|------|--------------------------------------------|---|---|---|---|
| PR-C-1542 | 10/10/2017 | Cllr Andrew | Gant | Oxford City Council Liberal Democrat group | Y | N | N | Y |
|------------------|------------|-------------|------|--------------------------------------------|---|---|---|---|

4847

Comments

The plan talks in several places about provision of balanced housing. It uses the term "affordable" in a variety of ways, sometimes in inverted commas. The plan should be clear where it means social rented housing. Specific to this point, there is reference at several places to a good balance between "affordable", market and "key worker" housing. However there is no commitment to the detail of how "key worker" housing will be provided. Planning matters such as size, density, tenure, ownership, price, qualification and other factors are simply ignored. Without them the commitment to "key worker" housing is meaningless, and the policy and associated statements cannot therefore be regarded as sound. The plan states that it will use Oxford City's percentages of housing types, and that it expects this policy to deliver balanced communities. It will not. Barton Park has delivered a large amount of much-needed and extremely welcome housing for social rent, and a slightly larger amount of market housing, currently priced at an average of £450,000. There is therefore no housing for those who do not qualify for social rent, and cannot afford the market prices. This accounts for the large majority of people in Oxford and surrounding, including "key workers" and others who represent the real housing need for Oxford. This model does not provide for them. If the plan aims to provide social rented housing, market housing, and little in-between, it should say so. The current plan does not meet its own aspiration to provide sufficient homes for those on average incomes. It cannot therefore be regarded as sound

Changes Sought

The plan must give more detail in planning terms of how the aspiration to house "key workers" and others on average incomes is to be met.

Reasons for Participation

To ensure full representation of the views and concerns of local people by their elected representatives

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|------------------|------------|-------------|------|--------------------------------------------|---|---|---|---|
| PR-C-1542 | 10/10/2017 | Cllr Andrew | Gant | Oxford City Council Liberal Democrat group | Y | Y | N | Y |
|------------------|------------|-------------|------|--------------------------------------------|---|---|---|---|

4845

Comments

Paragraph 5.26 states that "an overall increase in supply will facilitate movement in the housing market and 'free up' housing stock within Oxford". Although all commentators agree that a simple increase in numbers is an important part of addressing the housing crisis nationally, the local context clearly shows that this statement is simply wrong. It therefore renders the policy concluding drawn from it unsound on the basis that it is not positively prepared, justified or effective.An overall increase in the supply of market housing in and around North Oxford will not, by and large, facilitate movement within the existing market, because the prices are not within reach of most participants in the economy of Oxford and its surrounding regions. Instead, an increase in supply will increase the attractiveness of Oxford to commuters to London, families relocating to take advantage of Oxford's environment and schools, and investors. Familiarity with the housing market in North Oxford, which will be directly comparable, and with estate agents, many of them based in my ward in Summertown, confirms this. Cambridge has built large numbers of houses in recent years. Analysis printed in Oxford City Council's recent Annual Monitoring report reveals that between 2004 and 2017 average house prices in Cambridge rose from 9 x average income to 16 x, putting it on a level with Oxford and London . This does not support the inference that, within a local context, simply adding numbers to the housing stock will relieve pressure on the market. The plan cannot therefore be regarded as sound if it relies on that inference.

Changes Sought

Housing need is people, not numbers. The plan needs to address how its housing projections relate to real employees and families. It does this for those in the social rented sector. It does for high-end market housing. It does not do so sufficiently for those not in either of those categories.

Reasons for Participation

To ensure full representation of the views and concerns of local people by their elected representatives

Proposed Submission Plan - Policy PR2 - Housing Mix, Tenure and Size

PR-C-1576 09/10/2017 Heidi Lancaster

4917

Comments

Objects to the proposed submission plan because there is a lack of strong evidence for such a large number of houses needed. In order for our villages, towns & cities to remain distinct entities the amount they can expand should be limited. With no mechanisms to prevent this the end result could be one large urban conurbation. The GB is one way in which the individual character of our villages, towns & cities can be retained. If Oxford cannot meet its own housing need, then it has expanded as much as is possible. It should not be looking to neighbouring LA's to meet that demand. A false demand for housing is being created by proposed business developments. If Oxford cannot supply the amount of housing required by the business developments then the business development plans need to be re-visited. They should be scaled down so that the housing needs created by the development can be met on land within Oxford City. Building on the Green Belt: The Government's NPPF, Section 9 "Protecting GB land" states: "The gov't. attaches great importance to GB's. The fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of GB's are their openness & their permanence." Only in "exceptional circumstances" should there be any change to the GB. As there is not a real demand for this number of houses, I do not consider the circumstances to be anywhere near exceptional. I would consider the need for housing to be exceptional if there were no empty houses in or around Oxford & if new developments sold out immediately. This is not the case. E.g.. there is a perfectly habitable empty house, 2 doors away from us for nearly 18 months. The loss of character to Oxford & the surrounding areas would be irreversible if the GB were to be developed. Open space is important for human well being. Affordable housing: The area severely lacks this. Many families are moving away due to high house prices. The plans do not address this need. The proposed density of housing would only be profitable for the developers if sold at market rates. A higher density would be required for affordable housing. The amount of affordable housing proposed in plans does not get enforced so even if a suitable amount was being proposed, it is unlikely they will be built as developers will look at profit first. Transport: There have been many large & expensive projects over the last 2 decades attempting to address Oxford's transport problems, including the "Oxford Transport Strategy", work on most of the major ring road roundabouts & the Frideswide Square re-modelling. While these projects have made differences to some of the traffic flow & helped some areas, transport around Oxford still remains a major issue. There is no capacity within the ring road to add more infrastructure & the ring road is extremely busy during rush hours. If the new houses are to serve those working in Oxford, it will create even more congestion. I urge you to consider the impact that this number of houses would have on the area & go back to the beginning to consider if such a demand really exists.

Changes Sought

Reasons for Participation

PR-C-1578 09/10/2017 Robert B

Sim

4920

Comments

Objections to the whole "Land Grab" between Oxford and Kidlington
 1 The land being claimed for housing development is all in the GB. Filling in the green belt between Oxford and Kidlington is a ribbon development and will result in Kidlington being absorbed into Oxford. Leaving a derisory small gap between the two settlements is a cynical gesture.
 2 The land area being "grabbed" is much too large for the number of houses proposed, suggesting that many large detached houses will eventually be built. This is not what is required by local young people who hope to be employed in the Oxford area.
 3 Recent recalculation of housing need in the UK has shown that the calculation of number of houses planned in this application is much too high.
 4 Houses in the area around Oxford Parkway Station are likely to be bought largely by London commuters, not by people who plan to work in the local area. This will not satisfy local housing needs, and will push up prices.
 5 Predicted house prices in the new Barton development near Oxford seem to be inflated by at least 50% above prices of existing comparable housing in the area. Artificial price inflation will result in any "low cost housing" being inflated in price also, so there will eventually be very little "low cost housing" suitable for essential workers in the Oxford area.
 6. Local traffic around the south end of Kidlington and around Oxford Parkway Station is already very heavy, and there are very long delays in the morning rush hour. Very substantial re-planning of traffic flow would be required to accommodate cars from hundreds of new homes. Substantial land would have to be set aside for bus and cycle lanes and the local rail station car park would have to be greatly enlarged. This would contribute to the ugliness of the ribbon development, and use up valuable agricultural GB land.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

PR-C-0003 24/07/2017 Julie and Albert

Nutbrown

3

Comments

Protesting against plans to build 4,400 new houses on GB around Begbroke and Yarnton. It seems GB does not stand for anything anymore. All wildlife habitat will be destroyed. A thriving bat population will go. A40 traffic is horrendous now what will another 8000 plus cars create, plus the pollution. The Oxford's unmet housing need has nothing to do with CDC so not on our GB.

Changes Sought

Reasons for Participation

PR-C-0044 08/08/2017 Mrs M A

Read

N

54

Comments

Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.

Changes Sought

Reasons for Participation

PR-C-0045 08/08/2017 Patricia

Hook

N

59

Comments

Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.

Changes Sought

Reasons for Participation

PR-C-0048 07/08/2017 Mr S

Beckett

N

66

Comments

Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0049 | 09/08/2017 | David | Meara | | | | | N |
| 71 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0050 | 09/08/2017 | Lee | Gumbrell | | | | | N |
| 76 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0051 | 07/08/2017 | Huw | Morgan | | | | | N |
| 81 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0052 | 06/08/2017 | Melanie | Snelling | | | | | N |
| 86 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0053 | 08/08/2017 | Ora | Sapir | | | | | N |
| 91 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0055 | 11/08/2017 | Mr Ronald | Lloyd | | | | | N |
| 97 | Comments | | | | | | | |
| <p>The golf course is a green space that alleviates city pollution, sustains biodiversity, and provides an amenity for many residents of all ages in conformance with the National Planning Policy Framework, Mar 2012 (NPPF) paras 73, 74 and CLPPR Executive Summary ix.4 These guidelines are being ignored simply to reach a target number of houses that aligns with an old plan, based on figures which are distinctly provisional and now being seriously challenged.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0055 | 11/08/2017 | Mr Ronald | Lloyd | | | | | N |
| 98 | Comments | | | | | | | |
| <p>The arguments against invading the Green Belt are well rehearsed. The view expressed in CLPPR that meeting the city's housing targets creates 'exceptional circumstances' to justify damage to the GB and loss of a golf course is unsubstantiated and not explained in para 5.17 as claimed. More attention might be given to what local residents want and apply that analysis to comparisons of residential rather than commercial developments in the City!</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0056 | 08/08/2017 | Mr C | Norridge | | | | | N |
| 101 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0057 | 09/08/2017 | Philip & Rebecca | Cobden | | | | | N |
| 106 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0058 | 06/08/2017 | Nigel | Francis | | | | | N |
| 111 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0059 | 09/08/2017 | Fleur | Yerbury-Hodgson | | | | | N |
| 116 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0060 | 10/08/2017 | Michele | Lodge | | | | | N |
| 121 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0061 | 07/08/2017 | S | Hooker | | | | | N |
| 126 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0062 | 11/08/2017 | Jane | Gould | | | | | N |
| 131 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0063 | 12/08/2017 | K R | Fuller | | | | | N |
| 136 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0064 | | G | Hellman | | | | | N |
| 141 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0069 | 12/08/2017 | Shaun | Waine | | | | | N |
| 151 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0071 | 14/08/2017 | D | Rudd | | | | | |
| 156 | Comments | | | | | | | |
| Objection to using Kidlington Greenbelt land. Daily walks with dog on the Green Belt areas would be a great loss of pleasure. The villages do not have the infrastructure to support this expansion without serious loss of standard of services delivered (Schools / Roads / Doctors). Traffic gridlock already very bad, which will only increase and cause increased noise and air pollution. If this is not stopped now-where will it end, not until all the countryside habitat is gone. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0072 | 14/08/2017 | M F | Fawcett | | | | | N |
| 158 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0073 | 14/08/2017 | Mr & Mrs | Williams | | | | | N |
| 163 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0074 | 14/08/2017 | Tony | Gregory | | | | | N |
| 168 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0075 | 14/08/2017 | Vivienne | Brucker | | | | | N |
| 173 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0076 | 14/08/2017 | Joan | Davies | | | | | N |
| 178 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0077 | 10/08/2017 | Edmund | Isanski | | | | | N |
| 183 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0078 | 14/08/2017 | Mrs E | Witchelo | | | | | | N |
| 189 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0079 | 12/08/2017 | Trevor | Elford | | | | | | N |
| 193 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0080 | 17/08/2017 | Mrs Cynthia | Hall | | | | N | N | N |
| 197 | Comments | | | | | | | | |
| Objections on: 1. Place is based on data collected in 2014. Since that time we have had the Brexit vote, which will radically alter the country's economic needs and its prosperity. The data cannot be used to assess future needs in the light of this huge change. 2. Not sensible to embark on major house building programme until the Barton Estate is completed and inhabited, since that will have a major impact on housing need. 3. It is naive to suppose that builders will respect council requirements for social housing. In no recorded cases under the present government has this happened-but social and affordable housing is what is needed. 4. The Green Belt should not be encroached upon at all. 5. Oxford traffic is already virtual stationary during rush hours. Public transport is crucial -but there is no guarantee that builders will make the streets in new developments wide enough for buses. 6. Infrastructure. Vast engineering works will be needed, Will the builders pay of this? The taxpayer - no - will be footing the bill. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| 1. The GB should be preserved at all costs. 2. Up to date statistics should be used. 3. No development should be allowed which does not have adequate road widths and infrastructure. 4. Development should not be allowed that results in Oxford becoming a dormitory suburb of London. | | | | | | | | | |
| PR-C-0082 | 17/08/2017 | B J | Wintour | | | | | | N |
| 200 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0083 | 17/08/2017 | Mrs F M | Berry | | | | | | N |
| 205 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0084 | 17/08/2017 | Mrs M | Leach | | | | | | N |
| 209 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0085 | 17/08/2017 | Adrian | Smith | | | | | | N |
| 214 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0086 | 17/08/2017 | C & E | Rogers | | | | | | N |
| 219 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0087 | 12/08/2017 | Mrs D | Innes | | | | | N |
| 224 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0088 | 06/08/2017 | Petr | Stepan | | | | | N |
| 229 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0089 | 16/08/2017 | Margaret Middleditch | Middleditch | | | | | N |
| 233 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0090 | 14/08/2017 | S | Kerry | | | | | N |
| 238 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0091 | 11/08/2017 | Mr & Mrs C | Dabney | | | | | N |
| 243 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0095 | 12/08/2017 | L | Brennan | | | | | N |
| 251 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0096 | 17/08/2017 | Mr N & Dr J | Donoghue & Broderick | | | | | N |
| 259 | Comments | | | | | | | |
| We very much understand pressure to build new houses, given the national and local shortage. However, we strongly object to PR3 building on GB land, and green countryside was a big decision maker for us moving to this area. Aside from the proven health benefits of green spaces, building on GB sets a precedence and it will never be reclaimed. There are brownfield/non-GB areas around Oxford that would not pose the problem. Also strongly object to PR11. Traffic on the Oxford Road and A44/A40 is already at a standstill most mornings. New houses on the scale proposed is not viable and will leave the area gridlocked. Air pollution and well being of residents will be sacrificed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0096 | 17/08/2017 | Mr N & Dr J | Donoghue & Broderick | | | | | N |
| 256 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0097 | 21/08/2017 | Margaret | Smith | | | | | N |
| 261 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0098 | 21/08/2017 | Michael | Clapson | | | | | N |
| 266 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0099 | 19/08/2017 | Margaret | Grain | | | | | N |
| 270 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0100 | 18/08/2017 | Kenneth | Clarke | | | | | N |
| 275 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0101 | 22/08/2017 | Mr D | Norris | | | | | N |
| 280 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0102 | 21/08/2017 | D | Burns | | | | | N |
| 284 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0103 | 14/08/2017 | Anne | Hine | | | | | N |
| 289 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0104 | 19/08/2017 | A | Wood | | | | | N |
| 294 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0105 | 19/08/2017 | B & J | Boffin | | | | | N |
| 299 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0106 | 20/08/2017 | Ellen & Dan | Fallows | | | | | N |
| 304 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0107 | 20/08/2017 | Mr Jeffrey | Lyes | | N | Y | | N |
| 311 | Comments | | | | | | | |
| The Plan is inconsistent with the National Policy as it treats the Green Belt (GB) with contempt. The national Planning Policy Framework (NPPF) only permits loss of GB in "very special" circumstances. Rep refers to government policy on GB in his letter. Unmet housing is not one of these. The Plan depends on the destruction of a significant portion of Green Belt. The NPPF states " The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belt are their openness and permanence". The identities of the three villages of Kidlington, Begbroke and Yarnton are characterised by open settings. They will be destroyed and become subsumed in a piece of what Cherwell Council calls "space shaping" - basically the urban sprawl the Government claims it wants to prevent. Cherwell seem to have a political approach to sustainability and have decided to simply offset the environmental loss of Green Belt by saying in Para 1.206 of their Sustainability Assessment: The overall impact on the Green Belt and its purposes, including the amount of land that needs to be removed to effectively implement the Plan, has been considered by the Council in the context of the outcomes of the SA for example in relation to the significant positive effects for affordable housing provision in locations which best help to meet Oxford's unmet housing needs." On that basis the Green Belt might as well not exist. It becomes by definition unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0109 | 22/08/2017 | Liam | Robbins (& Family) | | | | | N |
| 321 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0110 | 14/08/2017 | Lisa & Mark | Smith | | | | | N |
| 326 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0111 | 21/08/2017 | Jean W S | Moir | | | | | N |
| 331 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0112 | 21/08/2017 | Ian | James | | | | | N |
| 336 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0113 | 18/08/2017 | Mr & Mrs William | Snyder | | | | | N |
| 341 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0114 | 23/08/2017 | Abby | Thomson | | | | | N |
| 346 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0118 | 22/08/2017 | D J | White | | | | | N |
| 354 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0119 | 30/08/2017 | Ailsa J | Allen | | | | | N |
| 359 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0120 | 29/08/2017 | Fiona | Garratt | | | | | N |
| 364 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0121 | 24/08/2017 | Michael | Winterbottom | | | | | N |
| 369 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0122 | 25/08/2017 | Stella | Maidment | | | | | N |
| 374 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0123 | 23/08/2017 | K | Palowska-Benda | | | | | N |
| 379 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0124 | 24/08/2017 | Mrs Lauren | Wellard | | | | | N |
| 384 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0125 | 18/09/2017 | Martin & Pamela | Palmer | | | | |
| 1010 | Comments | | | | | | |
| Objection to building on North Oxford Golf Club. The thought of this whole area losing its identity and becoming urban sprawl, with no break between Oxford and Kidlington, fills me with despair. As we move towards a more congested and possibly overpopulated country, the green belt breaks between populations will be even more important than they are now, and must be retained. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0125 | 24/08/2017 | Martin & Pamela | Palmer | | | | N |
| 389 | Comments | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0126 | 23/08/2017 | Mrs Audrey | Archer | | | | N |
| 393 | Comments | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0127 | 18/08/2017 | S | Byles | | | | N |
| 398 | Comments | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0128 | 25/08/2017 | Tracey | Wyse | | | | N |
| 403 | Comments | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0129 | 25/08/2017 | Mr A C | Bunce | | | | N |
| 408 | Comments | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0130 | 22/08/2017 | David | Sloan | | | | N |
| 416 | Comments | | | | | | |
| Particularly object to PR1(a) and PR3. There is seemingly plenty of land on unused property in Oxford itself. If there is a need for more housing, this should be exploited first, before destroying the countryside. This decision seems to have been made on a financial basis with a number of organisations and people standing to make significant sums. The ultimate irony is destroying and building on a golf course (owned by a college in Oxford?) to then build a golf course later. It seems that the additional traffic has not been factored in to this plan, and the local infrastructure can only just cope as it is. Additional building will only bring more of the roads to a standstill. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0130 | 22/08/2017 | David | Sloan | | | | N |
| 413 | Comments | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

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| PR-C-0131 | 10/10/2017 | Fiona | Gibson | | | | | N |
| 2309 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0131 | 25/08/2017 | Fiona | Gibson | | | | | N |
| 418 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0132 | 24/08/2017 | Ms MA | Harwood | | | | | N |
| 423 | Comments | | | | | | | |
| Reason: Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0133 | 25/08/2017 | Mrs Mary | Laina | | | | | N |
| 428 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0134 | 25/08/2017 | Laura | Ugolini | | | | | N |
| 433 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0135 | 23/08/2017 | Henrietta | Batchelor | | | | | N |
| 438 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0136 | 16/08/2017 | Anthony | Gladstone | | | | | N |
| 443 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0137 | 23/08/2017 | Ann | Gladstone | | | | | N |
| 528 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0138 | 24/08/2017 | Mr J M | Ward | | | | | N |
| 533 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0139 | 19/08/2017 | Anthony | Lyne | | | | | N |
| 538 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0140 | 19/08/2017 | Mrs | Evans | | | | | N |
| 543 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0141 | 23/08/2017 | Mrs G P | Savin | | | | | N |
| 548 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0142 | 30/08/2017 | Mrs Christine | Howard | | | | | N |
| 553 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0146 | 30/08/2017 | Paul | Holmes | | | | | N |
| 566 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0147 | 06/09/2017 | J | Wilson | | | | | N |
| 571 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0148 | 04/09/2017 | Mr D J A | Hamblen | | | | | N |
| 576 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0149 | 31/08/2017 | Noel | Heaven | | | | | N |
| 581 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0150 | 03/09/2017 | Christine | Brooks | | | | | N |
| 586 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0151 | 22/08/2017 | Denise | McDonagh | | | | | N |
| 591 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0152 | 22/08/2017 | A & A R | Walton | | | | | N |
| 596 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0153 | 05/09/2017 | Sally | Hope | | | | | N |
| 600 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0154 | 05/09/2017 | Bethan | Gawthorne | | | | | N |
| 605 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0155 | 05/09/2017 | Melanie | Greene | | | | | N |
| 610 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0156 | 05/09/2017 | Mr Charles Henry | Pilcher | | | | | N |
| 615 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0157 | 10/09/2017 | Mr & Mrs N | Barrett | | | | | N |
| 620 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0158 | 10/09/2017 | E M & C G | Brooks | | | | | N |
| 624 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0159 | 11/09/2017 | Mrs Jan | Lyes | | N | Y | | N |
| 449 | Comments | | | | | | | |
| The plan fails to prove that 'very exceptional circumstances' exist for breaching the GB. If the stated 'housing need' here is accepted any local authority will be able to build in the GB anywhere and override the intention of the legislation. Non-GB sites should be used up first and the situation reviewed at that stage when exceptional circumstances might be proven. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0164 | | Margaret | Rockall | | | | | N |
| 631 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0165 | 14/09/2017 | Nicola & Ian | Timbrell & East | | | | | N |
| 636 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0166 | 18/09/2017 | Linda M | Tayler | | | | | N |
| 641 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0167 | 18/09/2017 | Tim | Butler | | | | | N |
| 646 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0168 | 18/09/2017 | C R | Swift | | | | | N |
| 651 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0169 | 19/09/2017 | Mrs M | Sammons | | | | | N |
| 656 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0171 | 22/09/2017 | Stephen Paul & Jacqueline Margaret | Dewhurst | | | | | |
| 661 | Comments | | | | | | | |
| Object to Policy PR3 to remove land from The Green Belt. The Green Belt is not there for you to destroy. Government guidance states building on The Green Belt is only an option, when all other avenues have been exhausted. This surely is an untruth as Oxford City council has the land to build its so called 'unmet housing need' but is sitting on it, waiting for the right price from commercial developers. This surely must be investigated further. The Green Belt is the lungs of the Country and therefore should be protected, not only for now, but for future generations. You will destroy many wildlife habitats. We believe the Green Belt is precious and gives a life line to many wild animals and birds, as a member of the RSPB and BBOWT have a great love of the countryside, this whole proposal makes me very sad, the very thought of it is quite sick making at the very least. You will over populate our villages, and in this case, merging us all into an ugly extended Oxford City, we will no longer be a village. I believe removing our Green Belt, building on it is so very morally wrong and strongly object to it. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0172 | 20/09/2017 | David | Bevis | | | | | N |
| 664 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0173 | 21/09/2017 | Tom | Phillips | | | | | N |
| 669 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0174 | 19/08/2017 | Jacqueline | Bevis | | | | | N |
| 674 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0175 | 21/09/2017 | Sue | Crisp | | | | | N |
| 679 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0176 | 18/08/2017 | R | Aust | | | | | N |
| 684 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0177 | 21/09/2017 | Philip | Hine | | | | | N |
| 689 | Comments | | | | | | | |
| The GB preserves open spaces, protects both the historic city of Oxford from overdevelopment and neighbouring villages. It is against National Policy. Once even some of the land is used there would be no stopping future requests resulting in a concrete jungle. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0179 | 21/09/2017 | William | Underhill | | | | | N |
| 694 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0181 | 20/09/2017 | Kevin | Newton | | | | | |
| 700 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0185 | 22/09/2017 | Sarah | Wood | | | | | N |
| 711 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0186 | 25/09/2017 | Mrs K | Bartlett | | | | | N |
| 716 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0187 | 22/09/2017 | Pauline | Steele | | | | | N |
| 721 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0188 | | Mrs M | Cooper | | | | | N |
| 726 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0190 | 01/10/2017 | Bob | McGurrin | Woodstock Action Group | | | | |
| 1898 | Comments | | | | | | | |
| <p>Concerns over Cherwell District Council's plans to build 4,400 houses to meet Oxford's so called "Unmet Needs" by building 3,990 of these houses on Green Belt land surrounding Oxford. Strenuously object to Policy PR3. The Plan purports that there are exceptional circumstances for building on the Green Belt, viz, "to help Oxford's needs. The reasons why the Green Belt exists are fivefold and the Government has said that it "attaches great importance to Green Belts" (NPPF para 79) except for one escape clause that in, "very special circumstances" it will allow inappropriate and harmful development to the Green Belt to be approved. (para 87) However, 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations." (para 88) Furthermore, NPPF policy, (para 89) states definitively that, "A local planning authority (such as Cherwell District Council) should regard the construction of new buildings as inappropriate in Green Belt." Referring back to the fivefold reasons for the GB, the plan will actually:- cause and perpetuate the unrestricted sprawl of large built up areas; cause the melding of Yarnton and Begbroke into Kidlington and Kidlington being subsumed as a suburb of the city of Oxford; encroach extensively on open fields along the A44 "growth" corridor extending from North Oxford to Woodstock; cause the deterioration of the setting and approach to the Blenheim World Heritage site and the diminishing of the special character of local villages, in particular that of the historic town of Woodstock. The Plan should focus on regenerating and recycling of land within Oxford, e.g., the former Dog Racing Stadium, University Parks, Christ Church Meadow, Magdalen Deer Park, Oxpens Ice Rink, golf course, derelict farmland, increasing density and height of buildings, and prioritising affordable housing over employment sites. The Plan (PR 3) is excessive and unsound and now untenable and superfluous in the light of the national government's more reasonable calculation of housing needed by more than 30% i.e., from 100,000 to 68,000. The so-called "Unmet need" for Oxford would be reduced by about 50% thus neutralising the supposed "very special circumstances" upon which PR3 was concocted. These proposed reductions in housing need would also reduce the number of housing contributions required by local authorities for Oxford's "needs." Ex., Cherwell -33%, Oxford City -47%, South Oxfordshire -20%, Vale of White Horse -33%, West Oxfordshire -9%. Total for Oxfordshire -32%. We know that the these new national government housing projections are not yet official policy and will not be until at least March 2018 around which time there will be a public consultation on these projections. That is why some local authorities, despite these lower housing projections, prominent amongst them being the Cherwell District Council, have decided not to wait until these projections become policy and to rush ahead using current over-exaggerated figures. Why? Gross increases in taxable income? This makes this consultation nothing more than an expensive (to the tax payers) exercise in condescension and of placating the public. The Woodstock Action Group (WAG) in light of the national government's realisation that the current housing targets are flawed, over-calculated and in excess of those actually needed in Oxford, the Cherwell District and the other local authorities, calls for the deletion of policy PR3 from the CDC Local Plan.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0191 | | Trevor | Langrish | | | | | | N |
| 734 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0192 | 25/09/2017 | Helen | Langrish | | | | | | N |
| 739 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0193 | 23/09/2017 | Mr & Mrs | Lodge | | | | | | N |
| 744 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0224 | 15/08/2017 | Andrew | Hadaway | | | | | | N |
| 783 | Comments | | | | | | | | |
| Objects to Policy PR3 to remove land from the Oxford Green Belt. The green belt preserves open spaces that are much appreciated by local residents, protects the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing is not a reason for building on it. The plan is therefore not consistent with National Policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0230 | 14/09/2017 | Lisa | Bullock | Network Rail | | | | | |
| 793 | Comments | | | | | | | | |
| A public footpath runs through sites PR6a, PR6b and PR3c. The following level crossings will be impacted: 1. Colts, Banbury Road, Sleeping Dog – Footpath Crossing; 2. Water Eaton 5 - Public footpath crossing with whistle board; 3. Nesbitts, Near Wolvercote Tunnel – Footpath Crossing | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0231 | 31/08/2017 | Kate | Nash | Hanwell Parish Council | | | | | |
| 797 | Comments | | | | | | | | |
| The plan attacks the core principles on which GBs depend. Even if Oxford's inability to meet its own housing need is real and had been properly quantified this need it should be met elsewhere than in the GB, which three quarters if the Council's own voters want to see protected. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0231 | 31/08/2017 | Kate | Nash | Hanwell Parish Council | | | | | |
| 798 | Comments | | | | | | | | |
| The council argues that building on the GB is the most sustainable option, but to lose GB is the very definition of unsustainability. The Council should develop on the sustainable sites it has already identified elsewhere in the district. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | | N | Y |
|------------------|------------|-------|------|----------------------------------------------------------------------|--|--|---|---|

814

Comments

95% of the land within Gosford and Water Eaton Parish is within the Green Belt. The plan as proposed allocates 3 significant sites for housing and removes 2 others from the Green Belt. These are Water Eaton Park and Ride and land between the A34 and PR6b which the Plan states in 5.39 is not suitable for residential development. In total, this involves the removal of nearly 100 hectares of land from the Green Belt within the Parish Council's area which represents 12% of Green Belt in the Parish. This loss will occur in the narrow gap between Gosford and Water Eaton Parish and the village of Kidlington with north Oxford reducing the separation substantially leaving very little undeveloped land between the settlements. It will result in the urbanisation of Gosford and Water Eaton Parish with a 208% increase in the number of houses within the Parish. Noted that in the Green Belt Study (April 2017) all the site allocations in the Parish were identified as "High" or "Moderate High" in terms of harm to the Green Belt from their release for development. Indeed, of all the sites considered in the study within Gosford and Water Eaton the majority are also given a "High" or "Moderate High" ranking. It is clear that releasing this land for development of 1410 dwellings will lead to the coalescence or near coalescence of Kidlington, Gosford and Water Eaton and Oxford. The remaining gap is heavily dominated by transport infrastructure (railways and major roads) and therefore does very little to preserve any real sense of openness which is a key function of Green Belt policy. With such a narrow gap it will be much more difficult to retain any real sense of separate identity for Gosford and Water Eaton and for Kidlington. Quotes the NPPF five purposes of the Green Belt. The proposals put forward in the Partial Review would fundamentally conflict with several of these objectives. They would lead to: • further sprawl from a large built up area through the northward expansion of Oxford urban area; • Gosford and Water Eaton, Kidlington and Oxford merging as a result of the development; • Encroachment onto the countryside within the Parish. • Damage to the setting of Oxford through development within the Cherwell Valley. The NPPF is clear in paras. 88 and 89 that new building within the Green Belt is "inappropriate" and should only be allowed in "very special circumstances". The Parish Council is not convinced that "very special circumstances" exist in relation to the proposed development of Green Belt in the Parish. Also refer to the statement in para. 034 of the Planning Practice Guidance (Stage 5 – Housing and Economic Land Availability Assessments): "In decision taking, can unmet need for housing outweigh Green Belt protection? Unmet housing need (including for traveller sites) is unlikely to outweigh the harm to the Green Belt and other harm to constitute the "very special circumstances" justifying inappropriate development on a site within the Green Belt." Would also highlight a clear inconsistency in the way Cherwell District and Oxford City have approached the review of Green Belt sites as part of their Local Plan process. Both authorities have carried out Green Belt Studies using the same consultants (LUC) and the same methodology which assesses the harm associated with releasing sites for development. In the Oxford City Council – Background Paper Preferred Options on Housing Needs and Supply June 2017 it states on page 5: "On balance, the proposed policy approach in the Local Plan is to exclude from the site allocations process any sites or parcels which would have a "high" harm or "moderate high" harm impact" These sites are therefore not to be taken forward for further consideration. By contrast all the sites allocated by Cherwell in Gosford and Water Eaton are scored "moderate high" or "high". This is a fundamental inconsistency in the approach adopted and begs the question as to whether Oxford City have really considered all options for development within the City boundary to an equal extent as within Cherwell. In our view this throws further doubt on the appropriateness of the figure of 1410 houses for Gosford and Water Eaton. In conclusion our view is that development of the three sites in the Parish for 1410 dwellings will fundamentally undermine the key purposes of the Green Belt and should not be permitted to go ahead.

Changes Sought

Wish to see all allocations removed and the land retained as Green Belt.

Reasons for Participation

The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision.

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|------------------|------------|---------|--------|--|---|---|---|--|
| PR-C-0244 | 08/09/2017 | Michael | Groves | | N | N | N | |
|------------------|------------|---------|--------|--|---|---|---|--|

830

Comments

Strong disagreement to proposed plans. GB enables and encourages distinct identities and characteristics for towns and villages whilst providing valuable space for exercise and enjoyment of the countryside. This long held tradition that has been enshrined in law is put at risk, riding roughshod over planning laws and local inhabitants. Houses are needed for local young people doing vital work in the caring, emergency and low paid industries but, as in the case of Barton where affordable housing was used as a pretext for gaining planning permission - there is now no affordable housing for local young people. It is feared that this vast development will become a dormer town for the better off/well paid in Oxford and London. To help local people the landowners could donate portions of their gifted lands to help local councils with smaller and less divisive developments. Whilst people employed by these landowners may well receive subsidised accommodation, this will not help our hospitals, schools, nursing homes or council workers who are vital to support the local infrastructure and are currently being forced out of the locality in order to be able to afford to rent or buy their own property. These people far away from friends and families will not be able to give or receive help from their families at time of need, thus impacting further on social services. Development of this size is horrific when the A34 and A44 are currently totally inadequate and overwhelmed. Local schools, nurseries, GP surgeries and hospitals are all overstretched and unable to cope with current numbers. Cherwell District Council has a duty of care to plan responsibly for the inhabitants of Cherwell and not become a dormer city for the convenience of Oxford City.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|-----------|--|---|---|---|---|
| PR-C-0253 | 10/10/2017 | Layla | Moran, MP | | Y | Y | N | Y |
|------------------|------------|-------|-----------|--|---|---|---|---|

1986

Comments

Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. Would urge the inspector to listen to local residents on how much land would be needed to constitute separation. These proposals reduce the gaps so they are almost negligible.

Changes Sought

In light of the Government's consultation on its new approach to housing assessment, Cherwell DC should halt the current process and reassess its figures before continuing. If or when the process does continue, housing development on this scale is not justified on Green Belt sites around Kidlington, Yarnton and Begbroke and alternative sites in the district should be reassessed. Local residents strongly express the view that should building happen on the Green Belt, it should be a last resort, meet local need, is fully supported by infrastructure and be affordable to the community. This plan meets none of these criteria.

Reasons for Participation

In my role as Member of Parliament for Oxford West & Abingdon constituency, which includes Kidlington, Yarnton & Begbroke, it is my job to represent the views of my constituents at the Examination.

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| PR-C-0256 | 13/08/2017 | Frank E | Busby | | | | N | |
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843

Comments

Objection to building on our Green Belt Absolutely horrified at the idea of all this extra development in and around Kidlington. The notion of building on our Green Belt between Oxford Parkway and Cutteslowe Park is absolutely ludicrous. Our Green Belt is precious, Kidlington would lose its individual identity and one of the joys of walking through Cutteslowe Park is being able to appreciate the open fields and views to the north of the park. Oxford Golf Club must stay exactly where it is, it makes a natural green break between Kidlington and Jordan Hill. The new roundabout at Cutteslowe doesn't work, it can take half an hour to drive my son the mile and a half from our home to his work in Cutteslowe Park. Traffic, especially in term time for some reason, can build right back into the Garden City estate. He has to travel by car as he is disabled. Those people who say these roundabout improvements work presumably don't have to sit in this traffic every morning. The extra load that these developments would put on the roads would be untenable. Our doctors' surgeries and schools are at breaking point now. Would these homes be for the benefit of local people? NO, it would encourage commuters and buy-to-let investors, not people who work in the area. My daughter had to move 17 miles from Kidlington because she couldn't afford to stay in the village in which she was born!

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0265 | 09/10/2017 | Ellis | Davies | | N | N | N | Y |
| 5549 | Comments | | | | | | | |
| <p>The plan is not consistent with the National Planning Policy Framework that was politically agreed and defended in the last election. It is not consistent with Cherwell District Council own stated Local Plan policy. The plan hasn't given an exceptionally proven reason for building within greenbelt. It is not an exceptional reason for building in the greenbelt so that it can be close to Oxford. People have and are currently commuting from Banbury, Bicester, Chipping Norton, Woodstock and surrounding areas in Cherwell District for many years. The Oxford University Hospital Trust do not allow employees to park cars at the Trust sites in Oxford if they are near a bus route so any additional expansion of housing elsewhere in the district is not an issue other than the failure of Oxford County Council management of the bus routes and their way of tendering to bus companies. The university of Oxford could do more to ensure that many of its employees and students could do likewise. Destroying the greenbelt by building houses and then saying that it will enhance it by having green spaces within it is to hoodwink the general public. The allocated greens spaces will not bring back the wildlife including frogs, newts, bats, woodpeckers and butterflies despite all the emphasis on saying that they will enhance the greenspace. The greenspaces is a pre-tense of underestimating the huge impact on the ecology of the existing flora and fauna within the area and those parts that are adjacent to it. Once build upon they are destroyed forever. Fifty metres green space between developed areas does not protect the ecology of wild life. The effect of light pollution on night insects has a huge detrimental impact on the ecology of the flora and fauna in the vicinity. One of the key purposes of the greenbelt is to prevent urban sprawl and what this plan effectively does is to create an urban sprawl merging three separate villages with North Oxford. Begbroke parish will lose a substantial portion of its parish to building and will effectively merged into Yarnton. It is noted that land will be allocated for employment purposes at Begbroke Hill Science Park. When Begbroke Hill was given planning permission for building the new road it was stated that no development was to occur in the greenbelt. How can it be now overturned and one suspects that this was the real objective for building the road. Objection to policy PR3a - Why is this being protected as greenbelt and, possibly, be allocated for a golf course. This is closer to the city so why this was not selected in the first place. Objection to policy PR3e - This policy is nothing to do with the unmet need of Oxford Housing needs. This is a ploy to place additional business premises, be it for University of Oxford, technological or other businesses to build in the Greenbelt. Objection to policy PR3b - Reserving a small amount for development of railway stop is in the wrong place. Surely it ought to be nearer to the Kidlington Centre. This is only to suit Oxford University aspirations and not for the good of three village communities. This will involve future infrastructure for linking to other sites and nothing seem to have been planned in.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |
| PR-C-0271 | 09/10/2017 | Lynne | Whitley | | | | | N |
| 4410 | Comments | | | | | | | |
| <p>Not consistent with National Policy. Not Justified. The 'exceptional circumstances' justifying this removal of GB listed at para 5.17 (page 66) are implausible and represent a bad planning exercise to shoehorn in a sufficient number of homes close to Oxford City without regard to the identity of the existing villages of Yarnton and Begbroke and without effective infrastructure.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0280 | 22/09/2017 | Dr Chrishan | Thakar | | N | N | N | |
| 868 | Comments | | | | | | | |
| <p>Object to Policy PR3 to remove land from Oxford Green Belt. This policy is ineffective and not consistent with National Policy. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It was for this reason that I chose to move to this area. Now I face raising my family in an urban sprawl!</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0281 | 21/09/2017 | Andrew | Grimley | | | | | N |
| 5064 | Comments | | | | | | | |
| <p>Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0282 | 16/09/2017 | Deborah | Davies | | | | | N |
| 5073 | Comments | | | | | | | |
| <p>Objects PR3. The Green Belt is a permanent designation & the plan is inconsistent with National Policy. The policy is ineffective. The Green Belt is an essential resource for local people, it must be preserved for environmental reasons, for cutting pollution, for social reasons and as part of a health policy that encourages outdoor activities.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0283 | 14/09/2017 | Samantha | Hayes | | | | | N |
| 5112 | Comments | | | | | | | |
| <p>Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0284 | 29/08/2017 | Mrs N K | Wallace | | | | | N |
| 874 | Comments | | | | | | | |
| <p>Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0316 | 01/08/2017 | Sandra | Cockburn | | | | | N |
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928
Comments

Very strong objection to Policy PR3 which threatens to remove land from the Oxford GB. Once protection of the GB is breached, a 'slippery slope' will lead to the complete destruction of the Belt as we know it. Village identity will be lost as the City spreads out, eventually destroying boundaries and all that we love about village life in Oxfordshire. Bear in mind too that much of the GB sits on flood plain. Why do you think there has been so much flooding in this country in recent years? It's because of incompetent planning and development of houses on areas of land that function primarily to control flood water, a function that is completely misunderstood by modern planners and greedy developers who only think about how best they can line their pockets. Just think for a moment about how you'll be able to meet the huge costs of introducing flood defence systems in the future as a result of incompetent decision-making now.

Changes Sought

Reasons for Participation

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| PR-C-0318 | 19/08/2017 | Judy | Davies | | | | | |
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937
Comments

Objection to Policy PR3 as the houses would be developed on 'GB' land which is not consistent with National Policy to preserve green spaces for all. If the plans go ahead, our local area will become 'a mass urban sprawl'. The disadvantages of this are endless, as we would all suffer increased air, noise and light pollution and a devastating loss of wildlife habitats and precious green spaces. The 'GB' is supposed to be preserved across the UK, so why is it now at risk? Many people would be distraught if future generations were left without the priceless positive impact that nature has on them. Without the ability to walk their dogs, discover wildlife and get regular exercise, then we couldn't expect them to grow into caring or environmentally friendly adults. Therefore, ruining vital green spaces would have a lasting effect on both the UK's scenery, and generations to come.

Changes Sought

Reasons for Participation

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|------------------|------------|----------------|--------|--|--|--|--|---|
| PR-C-0319 | 04/09/2017 | Mrs Philippa J | Nelson | | | | | N |
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939
Comments

Objection to remove land from the Oxford GB. This preserves open spaces that proved mental and physical health benefits for local residents, protects the City of Oxford from overdevelopment and neighbouring villages from coalescence into a vast urban sprawl. Government and (until now, Cherwell's) policy is that GB is permanent and unmet housing need is not a reason for building on GB. Once lost to development it can never be recovered and sets a very dangerous precedent. Alternatives are to make better use of previously developed land in Oxford and to use some of the proposed employment sites in the city for housing instead. It is not reasonable to develop within the GB.

Changes Sought

Reasons for Participation

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| PR-C-0320 | 22/08/2017 | Dr Maria Carmen | Giraldez | | | | | |
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945
Comments

Objection to removing land from GB. GB preserves open spaces for local residents, protects both the historic City of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance states GB is a permanent designation and the unmet housing need is not a reason from building on GB. Plan not consistent with national policy. Recent application to build 48 houses in Yarnton Garden Centre was rejected by both Cherwell District Council and Plan Inspectorate/Secretary of State after appeal. Comments from the Inspectors were "Woodstock Road and Sandy Lane are residential in character with both single and two-storey dwellings sitting front the highway and are set in large plots with long rear gardens and mature landscaping. These features contribute to the spacious and sylvan landscape setting of the area". "Given the character of the area the location of the proposed dwelling would be out of keeping with the prevailing pattern of residential development on Sandy Lane and Woodstock Road, it would transform the appearance of the area as a 'buffer' between the residential properties and the GB beyond". Both Inspectors dealing with this application said the new development would conflict with saved Policies C27, C28 and C30 of the Cherwell Local Plan (2006), which require that development respect historic settlement patterns and are sympathetic to the character and appearance of the area. The development would also fail to meet the requirement of para. 58 of the National Planning Policy Framework. There are other concerns regarding living conditions of neighbouring and potential noise.

Changes Sought

Reasons for Participation

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|------------------|------------|-------------|--------|--|---|---|---|---|
| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | Y | Y | N | N |
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4455
Comments

UNMET HOUSING NEED': The figures put forward by Oxford City as unmet housing need are highly questionable, and Oxford City does not yet know how much of its 'unmet housing need' it can cater for as it has only just finished consulting on its Preferred Options and its Local Plan has not been prepared. It also continues to allocate land for employment and expects other authorities to meet its 'unmet housing need'. The Government's new method for calculating Objectively Assessed Housing Need suggests that Oxford has significantly over-stated its housing need. Cherwell's current proposals seem to have been produced with undue haste and this approach is not justified Site PR6a is adjacent to an area of GB land put forward for development by Oxford City, and neither council has considered or publicised the cumulative effect of both parcels of land being removed from the GB. The Councils have not demonstrated effective joint working on cross-boundary strategic priorities so these policies are not effective.

Changes Sought

Reasons for Participation

The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF an in particular the parts of the framework which apply to the Green Belt.

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|------------------|------------|-------------|--------|--|---|---|---|---|
| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | Y | Y | N | N |
|------------------|------------|-------------|--------|--|---|---|---|---|

4456
Comments

GREEN BELT: Over the past 50 years or so the Kidlington Gap has been steadily eroded with a large part now earmarked for the norther Gateway development, and the remaining gap largely comprised of PR6a and PR6b. The Cherwell Green Belt Study by LUC in April 2017 judged that the level of harm in releasing these two sites would be high. Paragraph 80 of the National Planning Policy Framework sets out the five purposes of the GB in checking unrestricted sprawl, preventing towns merging, safeguarding the countryside, preserving historic towns and assisting in urban regeneration. PR6a and PR6b prevent Kidlington and Oxford merging, and the LUC report states that "this release would result in the A34 becoming the Green Belt boundary from the Northern Gateway up to Oxford Parkway station, leaving only the width of a single field to separate Oxford from Kidlington". and that the "physical prominence of the golf course makes it an important buffer feature on the urban edge...". Development of these sites would also damage the rural setting of an important City with a rich heritage of history, architecture and culture. Cherwell considers the that the removal of these sites is justified by exceptional circumstances, but has failed to realise both the international importance of Oxford as a city and the likelihood of these homes providing for London commuters rather than Oxford. Cherwell has also failed to give proper consideration to other sites in its area that are not in the GB.

Changes Sought

Reasons for Participation

The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF an in particular the parts of the framework which apply to the Green Belt.

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0344 | 22/08/2017 | Prof John | Batchelor | | N |
| 5293 | <p>Comments</p> <p>The Green Belt preserves open spaces that are much appreciated by local residents, protects both the history city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The Plan is therefore not consistent with National Policy. The proposal under Policy PR3 promises huge financial profit for landowners, builders and developers and misery for the rest of us. The Green Belt legislation was put in place for excellent reasons, and have seen no persuasive argument for any violation of the Green Belt by district and county councils and by planners and developers. The argument that says that the villages round Oxford should be forcibly enlarged to ease Oxford's housing problem has no force. There are brown field sites within the boundaries of the city of Oxford which should be used for housing not for spinoff from Oxford university's own projects, especially the development of business and science parks and the like. I have heard an argument to the effect that destruction of the green belt round Kidlington, Begbroke and Yarnton would be justified by the need to house employees of the businesses and science parks indicated above. This is wholly without justification; such employees would require housing in Oxford itself. Oxford city should (a) look to higher density housing on its own brown field sites to meet its supposed needs and (b) oppose the demand for additional building land stemming from the university's innovations. Policy PR3 is based on a brutal and destructive assumption, namely that the city has some kind of 'right' to wreck small and stable communities in the surrounding villages by dumping its traffic pollution and its surplus population on them.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0344 | 02/10/2017 | Professor John | Batchelor | | N |
| 498 | <p>Comments</p> <p>Object to Policy PR3 to remove land from the Green Belt. I would add that it is well known that a company called Bloombridge is still lobbying for to have Green Belt land to the north of the Moors reinstated as land to be considered for building in Kidlington. This is particularly precious Green Belt land which is a habitat for skylarks, short eared owls, skylarks, and a rich and varied range of animal and insect wild life. It is valued by all the residents of Kidlington and the surrounding communities.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0350 | 23/09/2017 | Dr M J | Wallace | | N |
| 5066 | <p>Comments</p> <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0350 | 23/09/2017 | Dr M J | Wallace | | N |
| 467 | <p>Comments</p> <p>Object to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0354 | 15/08/2017 | Maura | Cordell | | |
| 986 | <p>Comments</p> <p>Object to the proposal to build on Green belt land which is supposed to be protected and this looks to build across a number of different sections of Green belt - which is one of the benefits of Kidlington is that it has a green belt that one feels should be protected. The proposal has also identified areas which are flood plains close to the rivers. Many trees and open spaces will be lost to development and have a big impact on an area that is boosted by the fact it is close to countryside and pleasant walks. Open space will be greatly reduced by these developments, there will also be a greater demand on these spaces by the increased population. Cherwell have not invested in the Kidlington parks and open spaces to any great extent with very old play equipment in the parks and poorly maintained tennis courts. Many other areas boast very good and modern park spaces for children and young people and sadly Kidlington is a big let-down in this area and certainly not equipped for the impact of many more users of these facilities. Nature conservation - Less open areas and grasslands will reduce the wildlife without areas of natural habitat for them, less birds, insects, foxes etc. will mean a less enriched life for both the wildlife and the residents that treasure this aspect of village life.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0368 | 13/08/2017 | Geraldine | Knox | | |
| 1003 | <p>Comments</p> <p>Building on green belt goes against everything we stand for in this country. Maybe more pressure should be put on the Universities to release some of their farms for development instead of building on green belt. Specifically object to the Stratfield Farm development because this along with the sports field and nature reserve is the buffer between Kidlington and Oxford and I do not agree with the golf course being developed either. Housing should be built for local people and should be affordable and not built for people who work in London. The only people who will benefit from these proposed developments are the developers and their shareholders. How can this proposed development deal with an issue which actually goes beyond more housing development but truly relates to escalating costs of housing and salaries that are, and have been far too low, for far too long, this is the problem.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0370 | 05/09/2017 | Mrs Patricia | Watson | | |
| 1005 | <p>Comments</p> <p>It is totally wrong to build on Green Belt land - once its built on it is lost forever. We will loose not only the beautiful countryside and delightful walks but also the loss of habitat and beautiful wildlife. Finally - a lot of folk when needing to see a GP, have to wait at least 3 to 4 weeks for an appointment. How much worse it will be if Cherwell Council allow the population to increase?</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0374 | 18/09/2017 | Duncan | Hedley | | | | | |
| 1009 | Comments | | | | | | | |
| Very concerned by a proposal to build houses on North Oxford Golf Club even though I am not a golfer. My concern is due to this being "green belt" land. If such a proposal is approved, then we will have "urban sprawl" which effectively joins Oxford and Kidlington. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0385 | 27/08/2017 | Susan | Pfunder | | | | | |
| 1020 | Comments | | | | | | | |
| Strong objection to the use of Green Belt land. If the population is to increase, the 'lungs' of the city are even more important. Any development will increase traffic in the area and Green Belt helps to absorb some of the resulting pollution. It would be favoured to plant more trees in the whole of the city to attempt to absorb pollution all round, particularly near busy roads. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0389 | 06/08/2017 | Jackie | Orton | | | | | |
| 1025 | Comments | | | | | | | |
| Concern over the building on the green belt land between Kidlington, Yarnton and Begbroke. Where is the evidence to build this amount of new homes? The transport links cannot cope with the amount of traffic now. How will it cope with the proposed plan and the extra number of traffic that will be on the roads. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0391 | 03/08/2017 | Corrie | Gray | | | | | |
| 1027 | Comments | | | | | | | |
| Objection to the development of 4,400 new homes in the green belt around the villages of Begbroke, Yarnton and Kidlington. The primary reason for objection is that no development should be permitted on the green belt fields which border our historic villages, define their shape and are essential to their character. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0393 | 29/08/2017 | Miss Ruth | Johnson | | | | | N |
| 1029 | Comments | | | | | | | |
| Objection made to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a justified or proven requirement and is unsustainable. Objection made to Policy PR3 to remove land from the Oxford Green Belt, we should not lose our Green Belt to meet Oxford's needs. The Green Belt preserves open spaces which are proven to benefit people and nature. The Government has stated that Green Belt is a permanent designation and therefore the plan is not consistent with National Policy. It is believed that the development cannot be guaranteed to provide truly affordable housing to the local community's young people and key workers, and that the vision of the council to make half of the development "affordable" will not be honoured due to previous developments failing to deliver this. An objection is also made to Policy PR11 on infrastructure because it is unsound. No costs are shown on the schedule. There is no indication of how the already congested roads will cope with the additional vehicles from these new houses and the other developments planned for the wider area. A further objection is made to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0394 | 30/08/2017 | Caroline | Johnson | | | | | N |
| 1030 | Comments | | | | | | | |
| Objection made to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a justified or proven requirement and is unsustainable. Objection made to Policy PR3 to remove land from the Oxford Green Belt, we should not lose our Green Belt to meet Oxford's needs. The Green Belt preserves open spaces which are proven to benefit people and nature. The Government has stated that Green Belt is a permanent designation and therefore the plan is not consistent with National Policy. It is believed that the development cannot be guaranteed to provide truly affordable housing to the local community's young people and key workers, and that the vision of the council to make half of the development "affordable" will not be honoured due to previous developments failing to deliver this. An objection is also made to Policy PR11 on infrastructure because it is unsound. No costs are shown on the schedule. There is no indication of how the already congested roads will cope with the additional vehicles from these new houses and the other developments planned for the wider area. A further objection is made to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0397 | 24/08/2017 | Katie | Rhymes | | | | | N |
| 1033 | Comments | | | | | | | |
| Objection to proposal to build on Oxford's green belt and surrounding areas. Lives in Kidlington and chose to do so because of the close and easy access to open, green and natural spaces which we use and appreciate on a daily basis. These open spaces within our county are invaluable for our physical and mental well-being. What would be the benefits for the residents and visitors to Oxford if this land be built on and the promise of Green Belt protected land broken. High levels of pollution in Oxford is affecting health and in particular to the younger generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0398 | 20/09/2017 | Ross | Francis | | | | | |
| 1034 | Comments | | | | | | | |
| <p>Objection to the plan as a member of North Oxford Golf Club. The fact that the course is on a greenbelt which was put in place to preserve a barrier between Oxford and Kidlington should be reason enough to stop the urban sprawl. Another important point is that continual development of Oxford is bringing ever increasing numbers of cars and associated traffic to our roads which is becoming intolerable to bear. Objects from a golfers point of view if golf courses are to become a target for developers then where are we supposed to enjoy the game we love. Are we also going to see development of more schools in the area I'm sure Cherwell will soon be bulging at the seams and perhaps their playing field on the south site will be bulldozed and more buildings built there. That space is very important to the community as Oxford Harlequins use it as their training ground and also for matches. The point is that a stand has to be made to stop the urban sprawl that is driven by house prices in Oxford, we are suffering enough as it is as a result of this. So once again I object to the proposed development in the strongest terms and hope Cherwell council will refuse any applications for this site and any others in the area. A further concern is the impact on the infrastructure and pressure on local facilities. Is there adequate provision for doctors and schools? Overall, it is the size of this development that is most concerning along with the loss of the green belt land. Yarnton, Begbroke and Kidlington will be sucked into the Oxford urban area and the character of these villages will be lost.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0403 | 27/09/2017 | Todd | Huffman | | | | | N |
| 1040 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National Policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0405 | 11/08/2017 | Christopher | Haigh | | | | | N |
| 1050 | Comments | | | | | | | |
| <p>Object</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0405 | 11/08/2017 | Christopher | Haigh | | | | | N |
| 1052 | Comments | | | | | | | |
| <p>Principal objection is to the erosion of Green Belt, and the removal of open spaces which are an important amenity for local residents and others, a crucial buffer against urban sprawl, and a means of preserving the distinct communities of Kidlington, Yarnton and Begbroke. If development goes ahead, these communities will be absorbed into a 'greater Oxford', and lose their identities, while a semi-rural area of mixed housing and countryside will become another concrete jungle. The green-belt areas now designated for development and those which have (for the moment?) been rejected are well-used recreational spaces, and should be preserved for posterity not sacrificed to developers. Cherwell Council should be serving the interests of the residents of the threatened communities, not the interests of Oxford City Council and developers.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0428 | 14/09/2017 | Emma | Wright | | | | | N |
| 1084 | Comments | | | | | | | |
| <p>Objection to removing land from Oxford GB. This preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The plan is therefore ineffective and not consistent with National Policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0432 | 06/08/2017 | Daniel | Poffley | | | | | |
| 1090 | Comments | | | | | | | |
| <p>Objection to the development of 4,400 houses in the Green Belt area around the villages of Begbroke, Yarnton and Kidlington. Would prefer the green belt to remain.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0434 | 09/08/2017 | Alan | Nottage | | | | | |
| 1093 | Comments | | | | | | | |
| <p>Strongly object to remove any land from the Oxford greenbelt areas as this will have a severe impact on our wildlife preservation and the wellbeing of your constituents that rely on this countryside for their recreational walks away from the polluted main roads that the building proposals will make even worse!!</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
| 1099 | <p>Comments</p> <p>The proposals conflict with the National Planning Policy Framework, one of the core planning principles of which is 'protecting Green Belts,' (para 17) and the advice in paragraphs 79 and 80, which state that 'The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.' This is particularly the case with the proposals on site PR38 which would lead to virtual coalescence between Oxford and Kidlington, leading to substantial erosion of Kidlington's identity as a separate settlement and the creation of a large area of urban sprawl on the northern edge of Oxford. This impact could be reduced by allocating areas around Kidlington which have a moderate or low harm to the Green Belt, such as my client's land at Webb's Way (site PR32) thereby reducing the number of dwellings that have to be allocated in areas where development would have a high impact on the Green Belt. Even if some development is still required on the PR38 land in order to accommodate Cherwell's allocation of 4,400 dwellings towards Oxford's unmet need, the detailed site Assessment on page 123 of Appendix 1 to the Cherwell Green Belt Assessment indicates that there would be substantially less harm to the Green Belt if only the areas closest to the Oxford City Council boundary were released, as indicated on the plan entitled 'Harm to Green Belt resulting from partial release of site'. The current strategy, which would lead to urban development over most of the 'Kidlington Gap', thereby leading to urban sprawl and significantly eroding the distinct identity of Kidlington as a separate settlement, is contrary to the purposes for which the Oxford Green Belt was designated and due to the scale of development proposed would cause significant harm to it. Given that there are other sites where development could be promoted, which would have less harm on the purposes of the Green Belt, it is not the most appropriate strategy.</p> <p>Changes Sought</p> <p>Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.</p> <p>Reasons for Participation</p> <p>J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.</p> | | | | | | | |
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
| 1096 | <p>Comments</p> <p>The Partial Review of the Cherwell Local Plan 2011 - 2031 (Part 1) proposes to remove a number of parcels of land from the Green Belt whose contribution to the five purposes of including land in the Green Belt was assessed in the Cherwell Green Belt Study (April 2017). This assessment has looked at land owned by J A Pye (Oxford) Ltd at Webb's Way Kidlington (Site Ref: PR32) and come to the conclusion that it only makes a 'low moderate' contribution to Green Belt purposes. It concluded that it did not make a significant contribution to any of the five purposes of including land in the Oxford Green Belt. With regard to purposes 1 and 2 (checking sprawl of Oxford & preventing merger of settlements) it concludes that the parcel plays no role with regard to these purposes. With regard to Purpose 3 of Safeguarding the Countryside it acknowledges that 'the southernmost field [which is the part of the site where J A Pye (Oxford) Ltd are proposing development] is contained by inset development on three sides and so has a stronger relationship with the settlement edge than the surrounding countryside.' On Purpose 4 it is acknowledged that 'The Parcel has insufficient relationship with Oxford to be considered to contribute significantly to its historic setting or special character.' While it is stated that there could be some detracting influence in terms of the wider rural setting of the city through the sites relationship with the Cherwell Valley, the only part of the site proposed for development, as indicated on drawing ASP1 B in the accompanying Landscape & Visual Appraisal, is the inner field which is well screened from the Cherwell valley by a tall, dense hedgerow.</p> <p>Changes Sought</p> <p>Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.</p> <p>Reasons for Participation</p> <p>J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.</p> | | | | | | | |
| PR-C-0438 | 07/10/2017 | Jim | Briden | | | | N | |
| 1112 | <p>Comments</p> <p>Object to Policy PR3 to remove land from Green Belt. Unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. The claims of exceptional need are unsound, indeed false. The proposals to destroy Yarnton and Begbroke as villages and create urban sprawl from Oxford through Cutteslowe to Woodstock are outrageous violations of National Policy. Object to PR3a and the adjacent secondary school proposal, where they nearly close the gap between Yarnton and Begbroke.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0443 | 10/10/2017 | Linda | Browning | | | | N | |
| 3185 | <p>Comments</p> <p>5 purposes of the Green Belt quoted. If housing goes ahead then it will be contrary to the 5 purposes.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0443 | 01/10/2017 | Linda | Browning | | | | | |
| 1122 | <p>Comments</p> <p>PR3 refers to the use of green belt land. In the document, National Planning Policy Network, Section9, Para 79-92. If this housing goes ahead everything said in that policy is completely ignored.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0445 | 08/10/2017 | Andrew | Varney | | N | N | N | Y |
| 1125 | <p>Comments</p> <p>These comments should be considered in conjunction with the Representations made by the Begbroke & Greenbelt Campaign "BYG". The plan needs to be considered in the context of the many proposed building projects circling Oxford, which threaten to inflict permanent damage on the Oxford environs. Eating into the GB land in such a substantial way is non-reversible and make a mockery of the whole concept of GB in protecting the countryside from encroachment in order to protect wildlife, maintain space to 'get away' from the urban environment (e.g. walking on rural footpaths) and to keep settlements as separate entities. From a personal viewpoint we settled in Yarnton due to its semi-rural character with a close-knit sense of community and countryside right on our doorstep. Being away from the city, in a village situation with access to footpaths has been essential at time for my mental health. Even the thought of the permanent loss of this resource for me, my family and the wider community has caused me significant anxiety to the point where it has been hard to respond in a meaningful way. To take away this resource permanently in response to a perceived need which appears to have been significantly exaggerated cannot be prudent.</p> <p>Changes Sought</p> <p>For the reasons in my representation AND the representation made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0449 | 09/10/2017 | Lynne | Tighe | | | | | | |
| 1131 | Comments | | | | | | | | |
| It is believed these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. Oxford's local plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0454 | 22/08/2017 | Hilary | Lord | | | | | | N |
| 316 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0459 | 06/10/2017 | Tim | del Nevo | | Y | Y | N | N | |
| 1471 | Comments | | | | | | | | |
| Policy PR3 seeks, to misrepresent one important but basic fact. It states that only 3% of the Green Belt is proposed for release. Whilst that is probably true, the 3% is concentrated in one small area and within that area the percentage loss would be very high and would very significantly change the feel and outlook of the areas for ever more. Its like stating that a bomb going off would not affect most of the UK. Correct, but it would be of great concern to those living close by! The Green Belt was established to prevent urban sprawl and to ensure that neighbouring towns do not merge into one another. It is also to preserve the setting and special character of historic towns. It seems to me that the present proposals would completely ignore the basic tenets contained within NPPG paragraph 80. In particular, the proposals contained within PR6a and PR6b would cause Oxford to effectively merge with Kidlington and would at the same time cause the present traffic congestion and air pollution to worsen considerably and to what objective? The outcome would provide expensive houses for commuters into London. Indeed, Cherwell's Proposed Submission Plan July 2017 states that "Protecting and respecting the identity of individual settlements is an important aim of the existing Local Plan's policies for the built environment". The proposal to remove PR6a and PR6b from the Green Belt is clearly at odds with this stated aim. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Does not think that Green Belt land should be released and that the City of Oxford and Cherwell DC should be instructed to examine all other options. | | | | | | | | | |
| PR-C-0465 | 08/10/2017 | Colin & Sarah | Fletcher | | | | | | |
| 1139 | Comments | | | | | | | | |
| Permanent Loss of Green Belt Land: In the words of the Council's own Green Belt Report, the area "is critical to the maintenance of High separation between Kidlington, Yarnton and Begbroke, and despite the proximity of urban edges retains a relatively strong countryside character, development of which would represent significant encroachment on the countryside and would potentially detract from the generally rural character of the high ground surrounding Oxford." It is on this basis that the soundness of the plan to use green belt land can be questioned. The concern is that the villages will lose their own identities if they merge into one and that the loss of the Green Belt will have a detrimental effect on farming, wildlife and recreation. This will have an impact on the air quality which together will increase traffic pollution which will affect the health of village residents. There is the added concern that the bats, a protected species, which currently live in the area, will be disrupted. Rather than destroy the Green Belt, it would seem wiser to reconsider using the 'brown field sites. The Council must use these in order to preserve the Green Belt as the "exceptional circumstances" required have not been proven. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0487 | 07/10/2017 | Brigadier M J F & Dr A R | Stephens | | | | | | N |
| 5408 | Comments | | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The NPPF (para74 under "Health") says that sports facilities should not be built on unless equivalent or greater provision is made elsewhere. Policy PR6c makes provision for a new golf course, but from the land available at Frieze Farm the replacement would be a lesser facility than provided by NOGC which is a tightly designed 18-hole course with virtually no provision for highly desirable safe practice areas. Anything provided at Frieze Farm would be substantially less acceptable than the cleverly-developed and well-kept facility that is NOGC. If land has to be taken from the GB for housing why not use Frieze Farm? NOGC is clearly the most important part of the GB separating the village of Kidlington and the creeping urban expansion of Oxford City. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0488 | 06/10/2017 | John | Pilgrim | | | | | | N |
| 1228 | Comments | | | | | | | | |
| Strong objection to remove land from Oxford GB. GB preserves open spaces, protects both the historic City of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance (and the conservative manifesto) says that GB is a permanent designation and that unmet housing need is not a reason for building on the GB. National Planning Policy Framework, March 2012 states five purposes of including land within the GB: <ul style="list-style-type: none"> • To check the unrestricted sprawl of large built-up areas. • To prevent neighbouring towns from merging into one another. • To assist in safeguarding the countryside from encroachment. • To preserve the setting and special character of historic towns. • To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. GB around Kidlington, Yarnton and Begbroke is mainly attractive, unspoilt countryside with many well-used footpaths and 'green spaces'. It is appreciated and enjoyed by many and will be lost forever if built on. Not a legacy to leave for our young people. There are alternatives to housing development in GB including making better use of some previously developed land in Oxford and using some proposed employment sites in the City for housing instead. The reduced estimate of housing required in Oxford should be located in or adjacent to the City. Peartree Park & Ride could be used for residential development alongside new residential areas forming part of the Northern Gateway site. The Northern Gateway land allocated for business use could be better used for residential purposes and is contiguous with Oxford's built-up area. Land at Southfield Golf course should be considered as a potential site for "affordable housing" in the centre of Oxford. It is not reasonable to develop within the GB. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0497 | 08/10/2017 | Philip | Towler | | | | | |
| 1184 | Comments | | | | | | | |
| <p>Objection to Policy PR3 to remove land from the Oxford GB. OCC seems to regard the GB as merely an inconvenient barrier to its inflated growth plans, and it is hugely disappointing that CDC seems content to accept that view. However, the GB is more important now than ever. It was created to preserve for posterity open spaces near to cities, and to prevent urban sprawl. The GB around Oxford comprises open spaces that are very important to local residents. People who live in neighbouring villages should not have to accept the coalescence that would result from the destruction of the GB, as that would effectively destroy the identity of their local communities. If the proposed plan were to be implemented, Kidlington, Yarnton, Begbroke, Wolvercote and Cutteslowe would all be swallowed up in one large Oxford conurbation. Countryside, landscapes and walks would disappear forever, and pressures on what little green space remains will inevitably increase. The environment will be damaged by loss of habitat, and local residents' quality of life will suffer from increased air, noise and light pollution. Moreover, Government policy states that the GB is a permanent designation, and that development in the GB should only be considered if there is no alternative. It also states that unmet city housing need is not a reason for building in the GB. The proposed plan is therefore inconsistent with National policy.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0499 | 30/09/2017 | Alan | Oliver | | | N | | N |
| 1189 | Comments | | | | | | | |
| <p>1. The sites are on Oxford GB. GB's remain Govt. policy. Land between N Oxford & Kidlington is unique as it fully accords with the 5 GB purposes as per para 80 of the NPPF. GB's are designated to manage the location of new development, they would not exist were there not pressure to develop on them. Such pressures cannot be considered exceptional circumstances. As per para 84 of the NPPF there's no evidence of alternatives being considered i.e.. using allocated, undeveloped employment land in Oxford for housing & promoting employment growth outside Oxford, creating a better balance between where people live & work. Have the LA's co-operated in looking at alternatives? This land being GB also complies with para 81 of the NPPF. It is used for sport & recreation, is biodiverse & visually pleasing. 2. The identified housing needs rely on an outdated study which has never been independently assessed. Revised Govt. figures indicate a reduced requirement. It now seems there is no need to build on GB. Even if there is a need on this scale, it is a poor location to meet Oxford's needs, being adjacent to a London commuter rail line & in the expensive part of Oxford. The private housing will likely attract London commuters & wont provide affordable homes for people with jobs in Oxford. It is evident that many house buyers in N Oxford are those moving from London & continuing to work there. 3. Unsound in allocating NOGC for housing & not taking into account NPPF para 74. Understand NOGC weren't involved in discussions prior to this. NPPF Para 74 says existing sports facilities shouldn't be built on unless it assessed as surplus to requirements or replaced by equivalent or better provision. No such assessment has been made. NOGC, a well established & thriving club with 475 members & 3000 visitors p.a. Its clubhouse is used by the wider community. As a flat course, it is especially suitable for seniors. NOGC is needed. It is not sound practice to propose allocating land for housing & to carry out a retrospective assessment of the need for a golf course. We need this space for the health & wellbeing of locals. The land at Frieze Farm as a replacement GC, appears to be an afterthought. It is too small. Building a new GC on a similar sized site to NOGC would cause H & S issues unless mature trees were in all the right places. No indication shown on how it could be financed or developed. Apparently the landowners have stated to NOGC that they have no intention of providing another GC or providing the level of funds that would be needed. The mature landscape central to the current GC couldn't be replace in reasonable time & therefore the 2nd criterion of para 74 cannot be met.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| <p>The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Killington Gap retained.</p> | | | | | | | | |
| PR-C-0499 | 30/09/2017 | Alan | Oliver | | | N | | N |
| 1190 | Comments | | | | | | | |
| <p>4. NOGC is a biodiverse landscape. Containing different tree species & 55 recorded bird species & pond life. The NPPF states this is important for health & wellbeing. It is much valued by locals. Land N of Cutteslowe Park is also important in this respect, changing the open nature the Parks. It is a well used facility. 5. The development will put further pressures on transport & other infrastructures. Seemingly funding bids for infrastructure are being made to cater for growth, but funding has not been secured. Growth shouldn't be approved until infrastructure can be provided & it's demonstrated that any proposed measures will be effective. Traffic in the N Oxford area is already severe. Work on the 2 roundabouts hasn't improved this. More housing will add to congestion & air pollution. Oxford has good public transport provision, but not all who work/live locally will use this. Increased housing & employment levels will add to congestion with its health implications. It will reduce Oxfords' attractiveness as a business location & place to live. Putting more housing & employment in this area cannot be viewed as sustainable. There are also severe existing pressures on other services including health and education.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| <p>The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Kidlington Gap retained.</p> | | | | | | | | |
| PR-C-0500 | 30/09/2017 | Gill | Oliver | | | N | | N |
| 1191 | Comments | | | | | | | |
| <p>1. The sites are in the Oxford GB. GBs remain Government policy. The Kidlington Gap land is in GB and fully meets all 5 of the purposes of GB set out in para. 80 of the NPPF. GB's are designed to manage the location of new development and would not exist were there not pressure to develop within them. The existence of such pressures cannot therefore be considered exceptional circumstances. There is no evidence (as per para 84 National Planning Policy Framework) that serious consideration and cooperation by local authorities has been given to alternatives such as using allocated and underdeveloped employment land in Oxford for housing and promoting employment growth outside Oxford to create a better balance between where people live and work. This land is also used positively for outdoor sport, recreations and has value for biodiversity and visual amenity. 2. The identified need is based on an outdated study and revised Government figures indicate a much reduced requirement. This is a poor location to meet Oxford's needs as it is adjacent to a commuter rail line to London and in the most expensive part of Oxford for housing. Therefore will likely cater for London commuters rather than provide the required affordable housing. 3. Para. 74 of the National Planning Policy Framework says that existing sports facilities should not be built on unless an assessment is undertaken showing it is surplus to requirements of replaced by equivalent or better provision. No such assessment as been made. It is understood that the Golf Club were not involved in discussions prior to the allocation. The Golf Club is well established, thriving club whose facilities are also used by the wider community. As a flat course it is particularly suitable for senior members. This facility is clearly needed for the health and well-being of residents. The allocated land at Frieze Farm as a replacement golf course is seemingly an afterthought with no indication of how it could be developed or financed. The mature landscape central to the current course could not be replaced within a reasonable timescale. This creates major health and safety issues and does not meet the second criterion of Para 74. 4. The golf course is valuable in terms of biodiversity and landscape, containing 25 different tree species and 55 regularly records bird species as well as pond life. There would also be a negative impact on the open nature of the land to the north of Cutteslowe Park. 5. Further pressures will be put on transport and other infrastructures. No funding has been secured for further infrastructure and growth should not be approved until it can be demonstrated that any proposed measures will be effective. It has been reported that the recent works on the 2 roundabouts have not improved queue times. More housing will add to congestion and air pollution, put pressure on health and education services, as well as reduce the attractiveness of Oxford. It is difficult to understand that putting more housing and employment in this area can be viewed as sustainable.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| <p>Housing allocations in Kidlington Gap should be removed from the Plan and GP designation of Kidlington Gap retained.</p> | | | | | | | | |
| PR-C-0505 | 08/10/2017 | Charlotte | Christie | | | | | |
| 1200 | Comments | | | | | | | |
| <p>Wish to object to Policy PR3 to remove land from the Oxford GB. Government guidance states that unmet housing need is not a reason to build on the GB and this should be a permanent designation. This proposal is not consistent with national policy and is therefore ineffective. Oxford is recognised across the world as a beautiful city. It is the responsibly of this generation to find solutions to our housing needs without destroying that beauty by surrounding it with an urban sprawl. Particularly as most large urban developments going up across the country look exactly the same, with no distinctive local design.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0506 | 07/10/2017 | David | Blowers | | | | | N |
| 1203 | <p>Comments</p> <p>Objection to removing land from GB. GB around Kidlington preserves open spaces for local residents, protects both the historic City of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance states GB is a permanent designation and that unmet housing need is not a reason for building on GB. The plan is ineffective and not consistent with national policy.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0507 | 08/10/2017 | Dr Bridget | Atkins | | | | | N |
| 1206 | <p>Comments</p> <p>Objection to removing land from GB. The GB is specifically for leisure, recreation, wildlife and if built on is irreversibly ruined for future generations. Reducing it's size has many long term effects on health, wellbeing, climate and local ecologies that often take a while to be apparent but are cumulative. GB has been designated by this conservative government as permanent. Unmet housing needs are not a reason to build on it. The plan is ineffective and not consistent with national policy.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0509 | 06/10/2017 | Laura, John & Benito | Wainwright | | | | | N |
| 1212 | <p>Comments</p> <p>Objection to build on GB around Kidlington - this is totally unjustified.. GB set up in the 1947 Town and Country Planning Act to prevent urban sprawl and the coalescence of neighbouring towns and villages, as well as providing a valuable amenity for local residents. Relentless expansion/urbanisation over ensuing 70 years makes GB more valid than ever. Government policy states that GB is a permanent designation and that unmet housing need is not an exceptional circumstance which would allow building on it. Government's commitment to GB is reaffirmed in September review of housing needs making this proposal not consistent with national policy and indefensible. Vast Swathes of open countryside around these villages would be lost and rural character and village identity irrevocably harmed. Wildlife habits would be destroyed and green spaces, walks and views lost forever. Development in Cherwell should be on non GB sites identified elsewhere in the District, While Oxford City Council could meet its housing need by using land it has earmarked for commercial use. Unemployment is not a great problem in this area so why is Oxford prioritising business development over housing development? It is highly irresponsible to exacerbate housing demand by business development only to then please huge 'unmet housing needs', expecting neighbouring councils to destroy GB to accommodate this need. There are numerous brown field sites in Oxford City and surrounding districts suitable for housing development. Density targets set by Cherwell are unduly low; a higher density would mean less land required.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0510 | 08/10/2017 | Rachel | Walton | | | | | N |
| 1217 | <p>Comments</p> <p>Objection to removing land from GB. Government guidance says GB is a permanent designation and that unmet housing need is not a reason for building in GB. Cherwell District Council has failed to prove exceptional circumstances that are requisite to take land out of GB. It has not demonstrated that: Oxford has urgent and pressing need to the extent of the number of homes - calculations are now in question. The clear inability for Oxford to meet its own needs - as volume of unmet need will now be lower than previously calculated, Oxford City could meet its own housing need without applying to other Councils for assistance. There are an absence of sustainable, deliverable and appropriate alternative sites - brownfield sites and other non GB sites (including Oxford City's own Golf club) in and around Oxford that could be investigated and used (probably not as cost efficient to developers). Brown field sites should be inexhaustibly researched before removal of GB is even an option. There is a need to improve the quantity and quality of new open public open space, green infrastructure, sport and recreation facilities in terms of access to the countryside - this will not be needed i the current GB is left in place. As there is no robust evidence supporting these points land cannot be justifiably removed from the GB. The plan is ineffective and not consistent with National Policy.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | | N Y |
| 1248 | <p>Comments</p> <p>3 photographs provided to clarify Green Belt around Begbroke & Yarnton (PR8), Footpath Begbroke and Spring Hill (PR3e). Reduction of green belt in Begbroke & Yarnton1. Cherwell claim in figure 3, page 31 of its summary booklet, that the total area of Cherwell that comprises green belt would fall from 14.3% to 13.9%2. They also claim a 3% reduction in affected green belt. Whilst this is probably true it is not reflecting the real change in affected areas such as Begbroke, Yarnton and Kidlington!! Site PR08 will remove approximately 52% of green belt in Begbroke and Yarnton. Site PR09 will remove approximately 16% of green belt. Our residents do not want organisations or other landowners with vested interests to destroy out pleasant environment to satisfy their own interests.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | | N Y |
| 1250 | <p>Comments</p> <p>Gives pictures in the letter to demonstrates Sites PR9 PR8 & PR3e together rather than in isolation and the devastating effect on the green belt. Does policy PR3e protect Begbroke? No.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
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| PR-C-0515 1251 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
| <p>Comments</p> <p>1. Cherwell Policy PR3 is removal of areas of land in association with the Green Belt.2. Removal of areas of land in association with the strategic development sites3. Safeguarding of land beyond plan period for development4. Establish clear permanent boundaries to the Green Belt5. PR6a – 32.09 ha PR6b – 31.5 ha PR7a – 10.75 ha PR8 –111.79 ha PR9 – 17.6 ha PR3a – 7.5 ha PR3b – 0.7 ha PR3c –12.77 ha PR3d – 9.2 ha PR3e – 14.7 ha6. Safeguarding of land identified in the policy Begbroke -There is a clear boundary already but much more of Begbroke is inThe strategic development sites as demonstrated in statement 3. We have no confidence the green belt will be sustained and that land adjacent to Begbroke lane will be proposed for future development. Is the area shown in green on the Policies map appendix 1 really going to be a permanent local nature reserve? There is no guarantee of future green belt expansion – see page 151policyPR12b – “CDC has taken a formal decision that additional land beyond that allocated in the review is required to ensure the requisite housing supply”</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say.</p> | | | | | | | | |
| PR-C-0518 1237 | 25/09/2017 | Zoe | Christodoulou | | | | N | |
| <p>Comments</p> <p>Objects to removing land from the GB. It is unjustified & inconsistent with NP. References the 5 reasons for GB's implementation. Releasing land from the GB, will lead to the growth & urbanisation of the city. More alarmingly, the identity of 3 historic villages will be lost & they will become suburbs of Oxford. Allowing development on the "Kidlington gap"(PR6a & b) will remove Kidlington's identity as a separate village. All of the proposed sites will encroach on the countryside, which once gone will be lost forever. CDC's LP 2015 pledged to maintain the GB, so this current submission contravenes their own policy. Government policy states that land can only be released from the GB under exceptional circumstances. CDC have rejected other non-GB sites within their district, so this submission is not "exceptional circumstances" as there are other sites they could use. Govt. guidance also states that unmet housing need is not a reason to build on the GB so this submission is inconsistent with NP.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-0519 1243 | 25/09/2017 | Sian | Robbins | | | | N | N |
| <p>Comments</p> <p>Object to PR3, the removal of land from GB. It is not a justified or proven requirement & is inconsistent with national policy. New Govt. methods for calculating housing need indicates that 30% fewer houses are required in Oxfordshire than previously forecast. Thus the basis used for Cherwell & Oxford's City's housing requirements are overstated and invalid. Less land will be required to accommodate development. There are no exceptional circumstances to warrant the release of land from the GB. PR3 is in direct contravention of national policy. Without prejudice to the above point, any proposals by Cherwell to release land from the GB to meet Oxford's needs are premature & unjustified given Oxford City is in the process of reviewing its LP & has not yet determined how much housing development can be accommodated on land within the City's boundaries. The land to the west of Oxford Road lies in the Kidlington Gap which forms a core component of the GB separating Oxford & Kidlington. Development there would be in direct contravention of the fundamental aim of GB policy to prevent urban sprawl by keeping land permanently open. The Kidlington Gap serves all the five purposes of the Green Belt. The Oxford GB, & Kidlington Gap in particular, is strategically important. It is one of the clearest examples of a GB. It prevents the coalescence of settlements, checking unrestricted sprawl, safeguarding the countryside & safeguarding the setting & character of historic Oxford City. Removing large areas from the GB fundamentally undermines the long established principles of GB policy.</p> <p>Changes Sought</p> <p>Delete PR6a housing allocation on land to the east of Oxford Road. Delete PR6b housing allocation on land west of Oxford Road. Delete PR7a housing allocation on land south east of Kidlington. nDelete PR7b housing allocation on land at Stratfield Farm. Delete PR8 housing allocation on land east of the A44</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-0522 1268 | 07/10/2017 | Richard | Payne | | | | | |
| <p>Comments</p> <p>Objection to policy PR 3 to remove land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents and act to protect both the historic city of Oxford from overdevelopment and the neighbouring villages from coalescence. Any development should be limited to brownfield areas.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-0525 1272 | 02/10/2017 | Lynne | Whitley | Yarnton Parish Council | | | N | Y |
| <p>Comments</p> <p>Policies PR8 & PR9 propose removal of land from the Oxford GB. This is not consistent with National Policy and is unsound. The 'exceptional circumstances' justifying its removal para 5.17 (p66) are largely implausible. Shoehorning in a number of homes close to Oxford City without regard to the identities of Yarnton & Begbroke & without effective infrastructure. PR8 & PR9 are not justified & the Plan is unsound.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>As the parish Council representing a village that will be affected greatly by the proposed developments, we would like the opportunity to participate in the oral part of the examination.</p> | | | | | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0528 | 06/10/2017 | Chris | Sheehan | Suzi Coyne Planning on behalf of Sheehan Haulage & Plant Hire Ltd | N | N | N | Y |
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1292

Comments

An additional 13 hectares of land east of the railway line should be added to the area of the new urban neighbourhood identified under policy PR8 to provide employment land for B2 and B8 class uses, a consequential amendment to Policy PR3: The Oxford Green Belt would also be necessary. Without this change Policy PR3 would not be sound for the reasons given under the comments on Policy PR8. The rep also includes several appendices items: correspondence with Peter Day, Mineral and Waste Policy Team Leader at Oxfordshire County Council and with Julia Lyle, Strategic Asset Manager at Oxfordshire County Council, and previous reps for Scoping Consultation in January 2016.

Changes Sought

In order for the Plan to be sound Policy PR3 should be amended to include the following additional clause: "(f) 13 hectares of land east of the railway line (as shown on inset Policies Map PR8)."Further consequential changes would also be necessary to appendices 1 and 2 of the Plan. The change is necessary to remedy the failings in relation to the tests of soundness and to make the Plan legally compliant in respect of the requirement to have regard to national planning policy for the reasons identified at paragraph 11 of section 4 of the comments on Policy PR8.

Reasons for Participation

Local employer whose interests will be directly affected by the policies of the Plan, and considers that it is very important to be represented at the hearings into the relevant issues, in order to help inform the discussions and ensure that its views are fully taken into account.

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| PR-C-0533 | 09/10/2017 | Mr P | Watson | Gosford Trust | Y | Y | N | Y |
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1309

Comments

Do not consider that the Proposed Submission Plan ('The Plan') has been positively prepared as it fails to remove from GB status a small area of land situated at Gosford Farm, Gosford, (Site plan provided) which has no justification in remaining within the GB. The Plan is therefore unsound in that it fails to address the removal of the Subject Site which forms part of Gosford Farm, Gosford despite the policies expressed in para.5.37 of Policy PR3. 2. Whilst we believe that The Plan is based on the most appropriate strategy when considered against the reasonable alternatives, we maintain that it can only be justified if it removes areas of the GB for unmet residential housing needs. Such areas are referred to in para. 5.37.2 of Policy PR3. The Subject Site at Gosford Farm has no reason to remain within the GB and could be used to meet the identified housing need. 3. We do not consider that The Plan is effective as it currently stands. Every area of the GB needs to be carefully considered for removal and the Subject Site that we are proposing to be removed has no justification in remaining as GB for those reasons set out in Section 5 below. 4. We do not consider that The Plan is consistent with the National Policy as it fails to address the purpose of the GB given that the small area of the GB (the Subject Site) that we are proposing should be removed has no justification for inclusion within the GB. 5. Paras. 5.37.4 and 5.39 of The Plan clearly state that the revised GB boundaries should be capable of enduring beyond the Plan period. We do not consider there is any planning justification in retaining the Subject Site within the GB and that its proposed continued inclusion could be overturned at a later date as being totally wrong and unjustified.

Changes Sought

1. It is necessary to amend the Local Plan to make it sound. 2. Our view is that to make the Local Plan sound, Policy PR3 needs to be amended as follows: ...'Policy PR7a Removal of 11.35 hectares of land as shown on inset Policy Map PR7a'.... 3. Policies Map PR7a will need to be amended on its northern extremity to show Gosford Farm, to include Gosford Farmhouse and the remainder of the land shown edged red on the attached plan. 4. This will comprise a minor amendment to "Policy PR3: The Oxford GB" and can be justified on the grounds that to retain the Subject Site within the GB would not meet the four basic purposes of GBs all as set out under Government Guidance (lists Green Belt principles). 5. The Subject Site is contained on three sides by existing development and on the fourth side by a long established and mature field boundary hedge which will be retained and enhanced.

Reasons for Participation

Wishes to participate at the oral Examination and consider this to be necessary so that the Inspector will be fully able to understand the justification for our proposed amendment to Policy PR7a and Policy PR7a - Proposals Map contained within the Proposed Submission Plan. 2. Acknowledges the Subject Site, comprising some 0.55 so hectares or thereabouts, hectares or thereabouts, is of minimal relevance to the Submission Plan and the Partial Review of the Cherwell Local Plan 2011 - 2031(Part One). For the reasons stated above, it is important that all areas of the GB are examined at this moment in time and we believe it is only right that the Subject Site should be excluded from falling within the boundaries of the future Oxford GB.

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| PR-C-0536 | 06/10/2017 | Judith | Haverty | | | | | N |
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1318

Comments

Proposal not consistent with national policy because they do not take into account the detrimental effect removing large areas of GB will have. Proposal fails to meet the test of soundness as defined in para 182 of the National Planning Policy Framework. Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature, not an appropriate strategy and is unjustified.

Changes Sought

Reasons for Participation

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| PR-C-0537 | 06/10/2017 | Joan | Tossell | | | | | N |
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1328

Comments

To remove land from the GB is not justified. There are no exceptional circumstances to warrant contravening the National Planning Policy Framework or the Government's own policy pledges. This proposal contravenes Government guidelines that insist that the GB is a permanent safeguard to prevent the kind of urban sprawl that merges communities and threatens their special character. As such the plan is unjustified and inconsistent with national policy.

Changes Sought

Reasons for Participation

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| PR-C-0543 | 03/10/2017 | Lynn | Pilgrim | | | | | |
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1344

Comments

Strong objection to PR3 to remove land from the Oxford GB. According to the National Planning Policy Framework, March 2012, there are five stated purposes of including land within the GB: • To check the unrestricted sprawl of large built-up areas • To prevent neighbouring towns from merging into one another • To assist in safeguarding the countryside from encroachment • To preserve the setting and special character of historic towns • To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Building on the GB around Oxford would completely disregard this framework. Once an area of land has been defined as GB, the stated opportunities and benefits include: • Providing opportunities for access to the open countryside for the urban population • Providing opportunities for outdoor sport and outdoor recreation near urban areas • The retention of attractive landscapes and the enhancement of landscapes, near to where people live • Improvement of damaged and derelict land around towns • The securing of nature conservation interests • The retention of land in agricultural, forestry and related uses. Why do the Councils involved consider that the well being of Oxfordshire residents, the legacy we leave to our children, the history and diverse environmental areas of outstanding beauty and scientific interest are of no value? Does money and greed supersede these basic rights for residents and the community as a whole? The proposal to develop in the GB is based on incorrect assumptions about the growth in jobs in Oxford. I think that there are alternatives to housing development in the GB including making better use of previously developed land in Oxford and using some proposed employment sites in the city for housing instead. It is not reasonable to develop within the GB. The Government's Manifesto promise and Cherwell's existing policy to protect the GB must be upheld.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0544 | 02/10/2017 | Malcolm P | Hookman | | | | | |
| 1350 | Comments | | | | | | | |
| <p>I object to POLICY PR3 as not consistent with National Planning Framework(para74 under health) concerning building on Recreational facilities unless an equivalent or greater provision is made elsewhere. The land Pr6c which is proposed as a future site for a Golf course is not big enough at Frieze Farm so does not meet this requirement. The cost of designing and building any golf course with all its infrastructure clubhouse, pro shop, equipment garages, green staff facilities, access roads and car parking some years ago was estimated close to a million pounds a hole. Where would this money come from?? As the Frieze Farm site is virgin farmland it would be better to build there than to move the golf course some 400 yards at such great expense.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0547 | 09/10/2017 | Hilary | Fletcher | | | | | N |
| 1355 | Comments | | | | | | | |
| <p>Objects to building on GB. These proposals are not consistent with NP. They don't take into account the detrimental effect of removing large GB areas. They fail to meet the test of soundness as per para 182 of the NPPF. Oxfords LP has not yet been prepared. Thus CDC's allocation of homes is premature & is not an appropriate strategy & is unjustified.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0548 | 09/10/2017 | Clive | McDonnell | | | | | N |
| 1361 | Comments | | | | | | | |
| <p>Objects to proposed designation of GB for housing and development. The existing GB preserves natural environments widely appreciated and used by local residents and tenant farmers. Development of such lands is to the detriment of the rural way of life and identities of the individual local communities, with historic villages being subsumed into the overdevelopment of City of Oxford. The NPPF clearly states that unmet housing need is not a justification for building on GB land and removal of the permanent designation of land as GB.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0553 | 09/10/2017 | Douglas | Williamson | | | | | |
| 1371 | Comments | | | | | | | |
| <p>Objects to building 4,400 houses on GB around Kidlington, Gosford & Water Eaton to meet Oxford City's unmet housing need. The need for that number is not proven or justified. Central Govt. is suggesting revised methodology for calculating housing need, & is likely to reduce the number of homes required, possibly by half. Oxford & its surrounds has negligible unemployment. Proposed developments like Northern Gateway is likely to draw new workers into the area to fill jobs that cannot be filled by locals. Increasing the population contradicts the objective of meeting existing housing need. Oxford should re-designate land allocated for business use to housing use. Removing land from GB is inconsistent with the NPPF. Govt. states GB is a permanent designation. Overspill from Oxford is not an 'exceptional circumstance' to release GB from this permanence. Although I am expressing my concern about the impact of removing land around Kidlington and Gosford from the GB, I am nevertheless mindful that GB exists as much to protect the city of Oxford City from overdevelopment as it does to preserve the integrity of the surrounding rural settlements.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0554 | 08/10/2017 | Lesley | Harding | | | | | N |
| 1376 | Comments | | | | | | | |
| <p>Objects to PR3. These proposals are not consistent with NPPF. They don't take into account the detrimental effect that removing large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. Oxford's LP has not yet been prepared so Cherwell's allocation of homes is premature, is not an appropriate strategy & is unjustified. GB boundaries should be meaningful. The existing boundaries of the Oxford GB should be upheld wherever possible. Current citizens have a responsibility to future generations. Oxford's GB exists to protect the countryside & individual communities. Once built on, this & the environment will be lost forever. It is vitally important that the rural landscape & open space be preserved, as it currently is by GB designation. CDC's policies seem to have no regard to the importance of the Oxford GB, & don't take into account other current new developments, e.g. Barton Park, traffic, transport, the likely availability of affordable housing under their policies, all of which would have to be resolved by Oxford. As Oxford has not yet made available its LP, Cherwell's policies seem particularly ill-timed.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0558 | 28/09/2017 | Mrs Caroline | Thompson | | | | | N |
| 5406 | Comments | | | | | | | |
| <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0560 | 04/10/2017 | Anna | Isles | | | | | |
| 1390 | Comments | | | | | | | |
| <p>Object to the Partial Review. Understand that this plan proposes the removal of this land from the Oxford Green Belt. This goes against national policy. There are no exceptional circumstances in this case as Oxford City has many options for meeting their own needs within their boundary. Understand that the perceived number of houses required to meet the unmet need may not be a reliable figure and are likely to be reduced in the near future.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1428 | <p>Comments</p> <p>THE GB STUDY No great weight should be given to the LUC GB Study. Its purpose was not to determine whether any of the GB made no, or an insignificant contribution to, the purposes of the GB since clearly all of the GB land contributes, and the loss of any would be harmful. Rather, in its own words, the GB Study has been commissioned by Cherwell District Council to assess the suitability of the strategic sites being promoted for development against the five purposes of the GB. In other words the sites had been pre-selected, as we showed above, in the face of GB policy, and targeting the most fragile point in the entire Oxford GB. LUC continue The considerations that will determine the most appropriate scenario, or combination of scenarios, will largely relate to the existing or potential environmental qualities and value of land, and to the sustainability of residential development. This will enable Cherwell District Council to consider whether there are ‘exceptional circumstances’ (under paragraph 83, NPPF) to justify altering GB boundaries through the Local Plan process, i.e. to enable existing GB land to contribute to meeting Oxford’s unmet housing need. That is, value is not primarily judged against GB purposes at all, but against environmental ones, and the sustainability of the land for housing development. LUC found that Release of areas identified as making a low contribution to GB could provide only 5.8ha of potential development land 4.13). Release of areas identified as making a low or low-moderate contribution to GB could, subject to consideration of cumulative impacts, provide 34.6ha of potential development land(4.14). Release of areas identified as making a low, low-moderate or moderate contribution to GB could, subject to consideration of cumulative impacts, provide 166.7ha of potential development land (4.15). Although as noted above, the judgment was largely not on GB grounds, moderate harm was considered acceptable in order to release a larger amount of land. LUC acknowledge that release of fragile GB 4.16 GB that occupies only a small/narrow area between separate urban settlements will tend to rate highly in terms of its role in preventing settlement coalescence. This exactly describes the land chosen for release; but LUC went on. However, if environmental assessment determines that this land lacks significant value then a case could be made for accepting the coalescence, or near-coalescence, of settlements in order to maximise the scale of development in one area. That is the, subjectively assessed low environmental value trumps urban sprawl and severe coalescence, the two founding principles of the GB. Further, they have targeted the very point at which the GB is already narrowest – the Kidlington Gap between Kidlington and Oxford – for release, directly creating the coalescence of two distinct settlements (It is material that Oxford itself is proposing to breach that same area from the South with a proposed development of St Frideswide Farm). The sites concerned are all at the exact point in the GB where coalescence of settlements (Oxford and Kidlington) is most threatened, with the built areas separated presently by a few fields. The proposed GB reviews, together with the release of the Parkway Station and Park and Ride would effectively merge the two settlements. Although Kidlington (population 13,000, 2011) is statutorily a village, it is larger than many towns, notably Thame (11,600) and Henley (11,700) in Oxfordshire.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | |
| 1422 | <p>Comments</p> <p>The primary duty of a Local Authority must be to the people it represents. In an independent market research exercise, with a very high sample size, conducted across Oxfordshire by Alpha Research of Thame in April 2015 respondents were specifically prompted that there was considered to be a need for more housing, and of the extent and purpose of the GB, before being asked whether the GB, should be developed for that, or indeed any other, purpose. Their answers were therefore fully informed by recognition of housing need. 76% of respondents considered that the GB should remain undeveloped; 66% considered housebuilding the greatest threat. Although polls have something of a tarnished reputation, this has resulted from situations where marginal inaccuracy can lead to wholly incorrect forecasts in narrow binary decisions. In this case the sample size was so large and so representative, and the outcome so conclusive, that whilst there might be up to a 5% margin of error, this would not be capable of affecting the result, or its scale. Further, this is in line with previous polls, adding to confidence that it accurately reflects public opinion. The same exercise showed that in North Oxfordshire – closely correlating to Cherwell - the outcome was hardly less conclusive, with 71% of respondents supporting the proposition that the GB should not be developed for housing or any other purpose. This was despite years of constant media campaigning by the City Council that Oxford has “no option” but to spread over the GB unless people are to go homeless (a wholly fallacious claim). Despite the City’s campaigning, 73% of non-homeowners, and 74% of C2DEs agreed that the GB should not be developed for housing. In other words, the people who would be expected to have been the most responsive to the City’s campaigning rejected GB development almost as strongly as the general population. Indeed 73% of the City Council’s own constituents rejected it. There can be no doubt that the people both of Oxfordshire, and of Cherwell itself, reject GB development in principle, and this must be given great weight in any consideration of doing so.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1424 | <p>Comments</p> <p>OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 1. Is the Oxford unmet need real or realistic? Cherwell argues that an “exceptional circumstance” exists in the Inspector approving the adopted plan having added a requirement for “a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford GB, “once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, IS FULLY AND ACCURATELY DEFINED”. (Our emphasis) It was our view at the time that the Inspector could have exceeded his remit as there was no evidence before him suggesting that further development in Cherwell was impossible without breaching the GB, nor of the precise quantum of Oxford’s unmet need (if any existed) or the capacity of other Districts to accommodate it. However it is relevant that he proposed a Review only AFTER Oxford’s unmet needs were fully and accurately defined. They still are not, and a review is therefore premature even on the Inspector’s terms. According to the City Council in a report to Scrutiny Committee (12th June), the agreed unmet need allocation, is used as a working basis for current local plans in Oxfordshire which will be updated when the Oxford Local Plan is completed. In other words it is presently neither fully nor accurately defined, as the Inspector had required it should be. Oxford has only now started its own Local Plan process to reflect the Oxfordshire Strategic Housing Market Assessment (SHMA), three years after it was published, and long after Oxfordshire’s other Districts. Its draft Local Plan gives no figure for unmet need, or for the City’s capacity to meet it. However, taking Oxford’s overall “need” to be for 28,000 houses over the plan period, CPRE argues that at least 26,000 could be provided inside the City itself by switching employment sites – the use of which for employment would only exacerbate the housing need the City Council describes as being its Number One priority to overcome – to housing, and increasing densities on all sites to compact city levels. That is even before the outcome of a review of further sites to which the City refers in its plan. (See Oxford/Densities paper attached) Consequently the Inspector’s condition, that Oxford’s unmet need should first be “fully and accurately defined” is nowhere near met, and, further, there would be little or no “unmet need” for other Authorities to consider. In any event, a “working assumption” of need cannot be an exceptional circumstance justifying GB release, especially when it is likely to be extremely inaccurate. Finally, during the course of this consultation the Government has proposed a new OAN formula to replace the SHMA (on which all the Review numbers are based). This new formula, if adopted, would reduce Oxford’s total annual housing need from a SHMA mid-point of 1400 per annum to 746, that is by 47%. This would in turn reduce “unmet need” by two thirds, even before taking into account that the City should use employment land to satisfy existing housing need rather than exacerbate it and build at densities appropriate to cities. The new OAN is at the very least further evidence that the level of unmet need this review seeks to satisfy is neither fully nor accurately defined.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1425

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 2. If Oxford's unmet need were realistic could it be met elsewhere in Cherwell than in GB? a. Yes, it could be met on non-GB sites. Cherwell found that the required number of houses could sustainably be built elsewhere, outside the GB, at Junction9 M40, Arncott, Bicester and surrounding area, Upper Heyford, Junction 10 M40, Banbury and surrounding area. They rejected these alternative sites because they might upset the evolution of the current adopted plan – although why competent planners would not be able to deal with that problem, if real, is not apparent; because there might be shortfalls, although why these should be greater for Oxford's unmet need than for Cherwell's own need was not explained; and more dispersed options provided less opportunity for strategic infrastructure investment (e.g. transport and education), although why this would be the case for, for example, Upper Heyford which is already targeted and developed, or for other centres which already benefit from services, is not explained. The overriding reason for their rejection however was clearly that they were less well situated (than the GB sites) to build communities associated with Oxford, to assist with the delivery of the Oxford Transport Strategy, to provide affordable transport options, and more likely to involve commuting. It is significant that even GB sites like the previously developed Shipton Quarry, were rejected as Development here would relate to Shipton-on-Cherwell, not Oxford. Therefore the parcel plays no role with respect to this purpose (Oxford's unmet need). Simply put, this amounts to saying that all reasonable alternatives were unacceptable because they were not in the GB, or, if they were in the GB, were too far from Oxford. It is an argument that urban sprawl into the GB is justified by the fact that only GB sprawl could (by definition) be close enough to the City; in other words it is an argument not just for nibbling at the GB but for undermining its core purpose. It is clearly unacceptable in its own terms. Further, the proposed new OAN calculation would reduce Cherwell's own need by 33%. The effect of this would be that 33% of the housing trajectory in the Council's adopted plan would be superfluous to Cherwell's own requirement and therefore available to satisfy any unmet needs of neighbouring authorities that might arise. b. The unmet need could be met by marginal density increases on generally low density allocated sites. Policy BSC2 in the adopted plan states New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development. Yet Policy Bicester 1 allocates 380 hectares to just 6,000 homes which is 16 houses per hectare. Assuming for these purposes that 30 dwellings per hectare is the average across the District, the sites to which the present 22,800 homes are allocated would need to increase build density by just 5%, to 36%, to accommodate all of the "working assumption" of Oxford's unmet need. This would still be less than half the density of Central Paris or Barcelona, or Islington in London. Higher density build would also mean smaller houses, of which 63% of Oxfordshire's SHMA need is comprised, and thus better meet public requirements. High densities also reduce the need for car travel and create a stronger sense of community.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

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PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N

1426

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT (continuation)
c. Even if there were no reasonable alternative sites, and even if densities on allocated non-GB sites could not be increased, the release of GB land could be substantially reduced. The total GB land proposed to be released is 264 ha. 10 hectares is proposed to be released for the station and Park and Ride, which already exist on GB land. There is no obvious rationale for the release. The net GB land to be released for housing is 254 hectares However within this area only 153 hectares is proposed to be actually used for housing, with the rest being allocated for sport, nature, agriculture etc., all legitimate GB uses. On the residual land 3990 houses are proposed at a density of 26 dph (although an average of 34 is claimed in the Plan). If build densities were increased to urban levels – the Council's stated Policy is to treat these incursions for Oxford's unmet need as urban extensions – then 70 houses per hectare, utilising only 37% of the land would be appropriate. This would require only 57 hectares, all of which could be comfortably accommodated on PR8, the least damaging in terms of coalescence and the Kidlington Gap of all these sites.

Changes Sought

Reasons for Participation

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1423

Comments

The NPPF states that one of its Core Planning Principles (para 17) is to take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the GBs around them, and noting (at para 79) that the fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open. Paragraph 83 states that once established, GB boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. The recent Housing White Paper, clarifies what the steps before a finding of "exceptional circumstances" should be, when local authorities can demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements. Amongst these "reasonable options" which Local Authorities must demonstrate they have considered before there can be the "exceptional circumstances" required for review/release of GB land are: • making effective use of suitable brownfield sites and the opportunities offered by estate regeneration; • the potential offered by land which is currently underused, including surplus public sector land where appropriate; • optimising the proposed density of development; and • exploring whether other authorities can help to meet some of the identified development requirement. Although not yet law, the White Paper illustrates how high the hurdle for exceptional circumstances must be, given that the NPPF's "fundamental aim is keeping GB land permanently open", and the need to show there are no "reasonable options" before considering GB release.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

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PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1427

Comments

DUTY TO CO-OPERATE - The SHMA is explicit that Authorities are not expected to meet OAN (Objectively Assessed Need) in full if e.g. it would necessitate Green Belt development. It has been the unforced choice – not the requirement – of Oxfordshire's Councils to agree to meet the SHMA need in full despite wide swathes of Oxfordshire being GB and AONB. It is therefore incumbent on Councils to take on each others' "unmet need" if it would otherwise require GB land to be released. As shown, Oxford's unmet need is very far indeed from being quantified or crystallised, but, if it were, it would be the duty of other Councils to assist Cherwell in meeting its part of that need without releasing GB land, not least by assisting Cherwell to understand how to do so within its own borders. There is no evidence that this has been attempted. Finally, the new OAN calculation proposed by the Government during the consultation defines "need" as the figure shown in the Government's own tables on household projections. This is overlaid in the proposed calculation with an arbitrary (and ill-conceived) uplift intended to reduce house prices. It is also accepted that local authorities may if they wish further inflate their housing targets to provide further economic growth than that already included in the government's base tables. However, it is submitted that these latter two elements cannot be defined as "need" and neighbouring Councils have no duty to co-operate in meeting them.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1429

Comments

GB: CONCLUSIONS: 1. Government Policy and the Public Interest both require the GB to be permanent unless truly exceptional circumstances necessitate consideration of release. 2. Oxford unmet need is not an exceptional circumstance, firstly because it has not been defined and secondly because there are ample reasonable alternatives to accommodate it. 3. The LUC GB study was conducted on flawed principles and should be given little weight. 4. Cherwell have cited no other exceptional circumstances which hold any water – and their primary arguments – proximity to Oxford – is in fact a key argument for GB retention rather than release. 5. If at some future time an Oxford “unmet need” has been shown to exist and satisfactorily quantified, and if that requires any allocation to Cherwell, there are alternatives available to the District other than releasing GB land and therefore none should be released.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

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PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1419

Comments

Not Positively Prepared. Not Justified. Not Effective. Not Consistent with National Policy.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1420

Comments

Government Policy requires development in the GB to be the very last resort, only to be considered if there is no alternative. Cherwell has stood that Policy on its head by making building in the GB its very first choice, rejecting what it accepts were reasonable alternatives. Cherwell says that building as close to Oxford as possible trumps all other considerations. Since Oxford is surrounded by GB, that has led them to select not just GB sites, but the very closest GB sites to the City, at the Kidlington Gap, where the GB is most fragile, just a few fields wide. It is those few fields the Council plans to build on, flatly contrary to GB policy, and the known wishes of the overwhelming majority of its electorate. If the Council gets away with this plan, it will also, again contrary to GB policy, cause the merger of Yarnton and Begbroke into Kidlington; expose Kidlington itself to being engulfed by the predatory City Council which has sought to subsume it for at least thirty years; and also, by declaring that proximity to Oxford is itself an exceptional reason to build on the GB which surrounds the City, fundamentally undermine its very purpose, risking opening the whole GB to development.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1421

Comments

CPRE is opposed in principle to the release of GB land – as is national planning policy. A very strong case therefore has to be made to establish the exceptional circumstances required for the release of GB land. The Cherwell Plan goes nowhere near making such a case; Cherwell's electorate strongly supports retention of GB land as does Government Policy. There are a number of reasonable alternatives. The houses to satisfy Oxford's 'unmet need' targeted at the Cherwell GB could not only, on the Council's own admission, be sustainably built elsewhere in the District on other sites, or by increasing the density of build on existing sites, but also, at least to a considerable extent, within the City itself. Failing that, if there were genuinely no available option other than release of GB, national policy indicates that Cherwell would be expected to decline to do so and require other Councils to co-operate in meeting the unmet need Cherwell itself cannot satisfy. Additionally, during the course of the consultation, the Government published a revised Objectively Assessed Need (OAN) calculation, showing a total Oxford need of half that identified by the Oxfordshire Strategic Housing Market Assessment (SHMA). If adopted the new formula would make it certain that Oxford could accommodate all of its own housing need, and therefore there would be no "unmet need" for Cherwell to meet. The proposed OAN also reduces Cherwell's own need by a third, meaning that even if there were any Oxford unmet need to be covered, it could be met within the surplus the new OAN creates in Cherwell's adopted plan. This review is therefore premature and should be suspended at least until new "need" figures are crystallised.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

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PR-C-0566 10/08/2017 A Watson N

2086

Comments

Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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|-----------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|-----------|------------|--------|----------|---------------------------|---|--|---|---|

1440

Comments

This Plan is contrary to the NPPF which states in paragraph 14 that Local Plans should meet objectively assessed needs unless specific policies in the Framework indicate development – including land designated as GB - should be restricted. It is also contrary to the twelve core land use planning principles set out in Paragraph 17 of the NPPF one of which is that planning should take account of the different roles and character of different areas, promoting the vitality of our main urban areas and protecting the GBs around them. Furthermore, National Planning Practice Guidance makes clear that assessing need is just the first stage in developing a Local Plan and that once need has been assessed, the local planning authority should take account of any constraints such as GB, which indicate that development should be restricted and which may restrain the ability of an authority to meet its need. Cherwell has accepted (or, more accurately, been pressured to accept) the inflated figures of the Oxfordshire SHMA in full and has never followed this guidance to “take account of any constraints such as GB Which may restrain the ability of an authority to meet its need”. The proposed submission plan is therefore not consistent or compliant with national policy.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|-----------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|-----------|------------|--------|----------|---------------------------|---|--|---|---|

1438

Comments

Strong objection to all of the proposed development in the Oxford GB which “was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area.” This quote is from paragraph B256 of Cherwell’s adopted Local Plan Part 1 and we fully support it. We also support Policy ESD14 in the Plan to maintain the Oxford GB. The Oxford GB supports all five purposes set out in the NPPF and has been largely successful over the last sixty years. In particular it seeks to protect the setting and character of the historic city of Oxford. The reference to the character of the City, as referred to in Cherwell’s Local Plan. is often overlooked but it is a crucial aim of GB policy. The historic city centre by its nature cannot be expanded or comprehensively redeveloped. It is already under substantial pressure and this is likely to become highly damaging if expansion on the edge of the city is not restricted. The City’s never-ending traffic problems are testimony to this, and there have been calls for even the number of buses in the centre to be limited. The GB also provides accessible open space, footpaths and other recreational opportunities for residents of the city and for the communities within it. It is well used and supported as public opinion surveys have shown. GB is intended to be a permanent designation only to be changed in exceptional circumstances (NPPF). We think that that the overall levels of growth proposed are unnecessarily high and that alternatives to development in the GB are available. We therefore consider that exceptional circumstances do not exist to justify development in the GB.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth, at realistic levels, away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should a) discourage further employment generating development in the city unless it is absolutely essential and b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

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| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|-----------|------------|--------|----------|---------------------------|---|--|---|---|

1441

Comments

We note that the plan calculates the loss of GB to be 3%. There is an implication here that the loss is relatively small and therefore acceptable. This is fallacious as is illustrated by the following example taken from a paper by Professor Dieter Helm, Chair of the Government’s Independent Natural Capital Committee “Think about St James’ Park in central London, set between Buckingham Palace at one end and Whitehall at the other. Suppose a developer comes along with a proposal; to build on a small plot on one corner of St James’ Park. This developer might argue as follows. The marginal value of the patch of grass in a small corner is not that great. After all, all the rest is left. Better still, the developer might pay such an enormous price for the small bit of land that perhaps a hospital could be built elsewhere with the proceeds. The marginal value to the ultimate owner of this house is so great relative to the marginal value of the small corner of St James’ Park that it makes marginal economic sense to build on it. There are two problems with this argument. The first is that the same marginal case can be made for the next small bit of St James’ Park. Indeed the value to the developer is even higher now because the Park is now slightly smaller. And for the next bit, the argument just gets stronger. Carried to its limits there is a great marginal case for incrementally building all over St James’ – and Hyde Park, and Regent’s Park and indeed all the green spaces in London. That is indeed what would have happened if the market had been left to allocate the land as if St. James’ was a private good. It is what would happen to the GB too. The second problem is that the reason why the land is so valuable is because it is not surrounded by other houses in close proximity. The very rich person who buys this house on the corner of St James’ is paying so much because others are not able to do so, and because it is St James’. We cannot all have green spaces around our houses – green space is in fixed supply. Carry both of these arguments across to the GB. Each marginal bit has a marginal economic case for developing it, and as each bit is chipped away, the value of the whole public good – the GB system – diminishes. The core point here is that the marginal case if carried through to its logical conclusion leads to no GB – there is a good marginal case for building on each and every marginal bit of land, as there is for building on each and every bit of St James’ Park.” The loss of a small proportion of GB therefore increases the likelihood of further loss. GB should be considered as an entity or system not as a collection of individual land parcels. This is a further reason why we fully endorse Government Policy (NPPF para 79) that GB is a permanent designation.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

The Oxford Green Belt Network (OGBN) was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|

1439

Comments

Strong disagreement with the assessment that “exceptional circumstances” exist. Twelve “circumstances” are listed. The final ten are not exceptional circumstances at all. Some of them might be described as “opportunities”, some of them are simply descriptions of how development might occur, and others are meaningless, for example “12.the ability to create a sustainable, holistic, joined up vision for the whole of the Oxford/Kidlington/A44 corridor area”. That statement certainly does not constitute an exceptional circumstance. Exceptional Circumstance 1 (urgent and pressing need for homes) is highly contentious. It is based on the assessment in the SHMA which has been heavily criticised and never validated. The proposed DCLG standardised methodology proposes a much lower level of need that takes account of affordability. Exceptional Circumstance 2 (clear inability of Oxford to meet its needs) is also unproven. Oxford’s needs have not been established through its own local plan process and neither has its ability to meet its own needs. It is clear that alternative development strategies could accommodate a significant number of additional dwellings within the city. The submission document in proposing to develop in the GB is in complete opposition to the purpose of the GB and contradicts Local Plan Pt 1. The main purpose of the Oxford GB, (Local Plan Part 1 para B256), is to limit the growth of Oxford to avoid damage to its character and heritage. Oxford City Council itself should have a part to play in this by restricting the growth of employment generating activities to the minimum necessary. This would have the double benefit of releasing some land for housing and reducing the demand for further housing. However its currently proposed policies do the opposite. We have made this point in our representations to the recent Options consultation on the Oxford Local Plan. Alternative development strategies – which have been successful in the past – are possible for Oxfordshire, and include the diversion of growth away from Oxford towards the country towns. Oxford City Council should play its part in this. We also think it would be possible for the Oxfordshire authorities to promote the diversion of some economic growth to other parts of the country which would welcome and benefit from it – possibly through formal ‘economic twinning’ arrangements.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|

1442

Comments

We consider it to be a serious omission that at the options stage a question was not asked about the acceptability of development in the GB. This is probably the most important matter raised in this review. The plan may therefore be rendered procedurally noncompliant.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

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| PR-C-0570 | 08/10/2017 | B A | Hughes | | | | N | |
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500

Comments

Believes the proposed submission to be unsound, not properly prepared, not justified and not effective. Objects to Policy PR3 The Oxford Green Belt, Policies PR8 and PR 9 propose removal of specified areas of land from the Oxford Green Belt. This is not consistent with national policy and therefore unsound. Particularly object to the building in the Kidlington Gap, the most vulnerable part of the Green Belt. This area need to be protected so that there is not a continuous urban sprawl from Kidlington to Oxford. There is not an exceptional case for building on the Green Belt as the housing overspill need for Oxford has been created by the City Council choosing not to use its own sites for housing and not ensuring that sufficient affordable houses are built.

Changes Sought

Reasons for Participation

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| PR-C-0578 | 07/10/2017 | Cllr Carmen | Griffiths | | | | | |
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1457

Comments

The National Planning Policy Framework (NPPF) states " Green belt boundaries should only be altered in exceptional circumstance" All the sites proposed around Kidlington have been scored as High or Moderate High in the Green Belt Study. Exceptional circumstances have not been demonstrated and the areas should therefore be excluded from consideration of development.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0580 | 03/10/2017 | Lorna | Bennett | | | | | |
| 1464 | Comments | | | | | | | |
| Green Belt: CDC regard this land as green belt as you yourselves graded it as such not that long ago so how can this even be considered for such a grotesque venture as what you are planning? There has to be better sites which should be seriously considered such as brown belt land and land nearer better road links such as along the M40. For the amount of houses proposed, this would, in effect, create a whole new community. Why don't you therefore look for sites that would cater for such a "community". Building on 2 – 3 existing communities would actually "destroy and swamp" the communities that are already in place. The green belt land for which development is proposed is used greatly and widely for recreational purposes by many locals, including myself, and not so local. The walkways and footpaths are well worn and gives a lovely peaceful ambiance of being in the country. From a personal point of view this green belt is integral to my business. This green belt differentiates the villages and their own identities. That is the point of VILLAGE life and what a lot of people buy into. If this preposterous proposal continues we will just be another form of Oxford where one area just blends into another and you do not know where it starts or finishes and are all just clumped together. How can you take a village and then triple it in size. This is just madness. The new houses would GREATLY outnumber the housing already situated in these villages threefold. Yarnton itself over recent years has already had a substantial growth due to developments. If the proposed houses were to be built there is also a greater potential for flooding. As it is, both Yarnton and Begbroke are already prone to some flooding in certain areas and this does cause severe disruption. Once concrete has been laid down, to my mind at least, the water then has to go somewhere else thus making the potential for lots more flooding. Once this green belt has gone it has gone and is lost forever. You cannot turn back the clock. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0592 | 07/10/2017 | David | Wintersgill | | N | N | N | |
| 1488 | Comments | | | | | | | |
| The ability to create a sustainable, joined-up vision for the whole of the north Oxford /Kidlington/ A44 corridor area. The green belt is there to do exactly the opposite of this vision. Ours is to retain what we have. This is not a joined up sustainable vision for North Oxford. It is the destruction of three villages being incorporated into North Oxford with the irrevocable loss of the green belt. It is the creation of an urban sprawl and the merging of three villages with Oxford. One can be cynical and believe that Cherwell interest has been to collect the additional revenue it will get by get these houses built. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0593 | 04/10/2017 | Fam | Wagner | | | | | |
| 1491 | Comments | | | | | | | |
| Protest against any further development in the green belt of Oxford. Wants to point out that any green space around infill the land between Cutteslowe Park and Parkway Station and congested cities are vital for the environment, recreation, and general health of the residents and visitors, especially if they are also under official protection as in the case of Oxford. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0599 | 04/10/2017 | Imogen | English | | | | | N |
| 1501 | Comments | | | | | | | |
| Object to policy PR3, (The Oxford Green Belt) because: • Believes these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. The green belts purpose is to prevent urban sprawl and building on this gap will cause towns to merge into one another. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0600 | 06/10/2017 | Peter | Wilks | | | | | |
| 1502 | Comments | | | | | | | |
| Objection to building multiple house on partial GB land named as Kidlington Gap on the following basis: 1. The distinction between the City and Kidlington has offered a community a district identity that should not be damaged. 2. Will increase already severe congestion and pollution to dangerous levels at the top end of Banbury Road to the new ring road roundabout. 3. Proposed homes would become London and weekend houses completely defeating the objective of providing increased housing. 4. No justification to using GB when there are many other opportunities to build on brown field sites in and around Oxford. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0606 | 10/10/2017 | Bryant & Margaret | Ambrose | | | | | N |
| 3395 | Comments | | | | | | | |
| Totally opposed to 'easy option' of using GB land for housing. The proposals are not in accord with National Policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0606 | 10/10/2017 | Bryant & Margaret | Ambrose | | | | | N |
| 3391 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0620 | 08/10/2017 | Alison | Haigh | | | | | | N |
| 1539 | Comments | | | | | | | | |
| <p>Objection to PR3 on grounds they are unsound, not justified and not effective. Most important objection is removal of GB. This preserves open space used by local residents and others, providing necessary counteraction to urban air pollution. Government guidance states that GB is permanently set aside, providing a buffer against urban sprawl and preserving the distinct communities of Kidlington, Begbroke and Yarnton. The areas proposed for development should be preserved for the welfare of present and future generations, not sacrificed to Oxford's housing demands. Cherwell District Council has a duty to preserve the interest of it's own residents , not give in to pressure from Oxford and developers.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0629 | 09/10/2017 | Mrs Rosie | Lodwick | | | | | | N |
| 1553 | Comments | | | | | | | | |
| <p>The Plan goes against NPPF Policy 9 Paras 79-92 which states that “ The fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of GBs are their openness and their permanence.” It also states “...inappropriate development is, by definition, harmful to the GB and should not be approved except in very special circumstances.” The Plan fails to establish the very exceptional circumstances for building on land designated to be permanently open. The Summary Booklet gives a list of exceptional circumstances which justify development in GB, most of these do not constitute 'exceptional circumstances' they are reasons why development can be justified. The very existence of the GB that has checked urban sprawl around Oxford and hence even greater congestion of the city centre, has instead stimulated regeneration within the city, and has preserved the setting and special character of the historic city. The Plan should recognise that the GB around Oxford is now needed more than ever. The Plan shows that a loss of only 3% of GB is proposed, while accurate, is dishonest. It gives the impression that the small loss from the total will make an equally small amount of difference to the whole GB. But the effect on the city and the area to the north would be disproportionate to the actual area of GB loss. The value of this land, in terms of its statutory roles, is far greater than land further away. Further growth would be heralded once the principle of incursion into GB was established. Whilst sustainability is a high priority in the Plan there are alternative areas beyond the outer GB boundary, where both housing and employment could be located far more sustainably.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| <p>The Plan being unsound, what is required to make it sound is a deferral of the Plan in order to reconsider the choice of Options. In particular, I propose that a new settlement be developed beyond the outer Green Belt boundary. Using the Duty to Cooperate, areas outside Cherwell should be considered. Containing both employment and housing, it would be far more sustainable, would not require destruction of Green Belt status on land around Oxford, and could link in to the Oxford – Cambridge economic corridor that is gradually becoming a reality.</p> | | | | | | | | | |
| PR-C-0638 | 09/10/2017 | Peter | Bridges | | | | | | N |
| 1568 | Comments | | | | | | | | |
| <p>Proposals not consistent with National Policy because they do not take into effect the detrimental effect that removing large areas of the GB will have. Therefore do not meet the test of soundness as defined in para 182. Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and not an appropriate strategy and is unjustified.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0640 | 05/10/2017 | Carole | Walton | | | | | | N |
| 1572 | Comments | | | | | | | | |
| <p>Objection to Policy PR3 to remove land from the Oxford GB. The GB around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The plan is therefore ineffective and not consistent with National Policy. At a meeting arranged by Kidlington Parish Council on 21st September a representative of The Campaign to Protect Rural England said CDC had failed to provide the “exceptional circumstances” needed to take land out of the GB to put the proposed houses on. During this meeting our Local MP, Layla Moran, asked Cherwell District Council Leader, Barry Wood, to put the current Cherwell Local Plan on hold until the Government Report (The Right Homes in the Right Place) comes out in April 2018 because the Government have devised a new formula for calculating housing needs. It was also reported on recently in the Oxford Mail by Reporter Callum Keown and by Oxford BBC News on 29th September, that Oxfordshire housing needs could be cut by more than one third using the new Government formula. This obviously has implications for CDC’s proposal to build 4,400 houses on the Green Belt areas in question. From this open meeting most people were left with the impression that Councillor Wood’s idea of consultation was to attend the meeting and then carry on with the Local plan regardless of opposition from the public but for the good of landowners and developers who stand to make large profits.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0641 | 09/10/2017 | Carole | Pack | | | | | | N |
| 1577 | Comments | | | | | | | | |
| <p>Objection to PR3 on the grounds the plan is not consistent with National Policy when assessed against the purposes of the GB and its protection of community identities. The GB around Kidlington protects it and neighbouring villages from merging together and provides a rural setting for a large village. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The GB around Kidlington protects it and neighbouring villages from merging together and provide a rural setting for a large village. Unmet housing need figures have now been cast into doubt and all sites identified for development score high or moderate/high in the 2017 Cherwell GB study in terms of their value in preventing settlements merging and urban sprawl. Unsustainable as traffic problems and pollution would hugely worsen. Schools and health services would be overstretched. Kidlington will become part of a vast urban sprawl encompassing north Oxford. Major concern for the impact this would have upon the identity of Kidlington as a village. Kidlington people are very proud of their village status with a population of 15.046 contending for the largest village in England. The strength of our community includes large and varied number local clubs, societies and community organisations. One secondary, four Primary Schools, five churches serving the entire population helping weld together our community. Good performing High Street with 3 supermarkets, a variety of smaller shops including those in the purpose built Kidlington Centre and a thriving Friday and Saturday market. Main park is sited in Exeter Close which accommodates Parish Council Offices, a one stop shop, a large community hall and a smaller one, a pavilion for football and table tennis, tennis courts, a handball court, football pitch and children’s recreation area. Exciting plans are emerging for the development of extra recreational provision on the site for children, teenagers and adults. This all helps to cement a strong community identity and feeling. This is reflected in the annual Kidlington in Bloom competition.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0646 | 09/10/2017 | Mr David | Somers | | | | | | N |
| 1587 | Comments | | | | | | | | |
| <p>I believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford’s Local Plan has not yet been prepared so Cherwell’s allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0654 | 08/10/2017 | Rose | Cross | | | | | N |
| 1613 | <p>Comments</p> <p>Objection to new housing on GB. Much concern about loss of GB which keeps the villages of Yarnton, Begbroke and Kidlington separate and provides country walks and wildlife habitat. People need green spaces around them for mental and physical health. Quality of life will deteriorate considerably due to light pollution and increased air/noise pollution. Infrastructure will struggle to cope with increased people and vehicles; the A44 is already badly congested. What will be the impact of all this extra traffic on Sandy Lane, already much used. Public services are going to be stretched to the limit. GP surgeries are already strained - how will they cope with all the extra families? Where is the demand - there are already lots of properties on the market. There are brownfield sites in Oxford that can be used. Building on these sites would mean a more vital and lively city, and people would be able to use public transport, walk or cycle to work instead of driving. Object in principle to building on GB, these developments are too big and overwhelming for this area. I consider that the proposed submission is unsound, not positively prepared, not justified and not effective due to the reasons given above.</p> | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation |
| PR-C-0655 | 04/10/2017 | Patrick | Forsythe | | | | | N |
| 1615 | <p>Comments</p> <p>Objection to Policy PR3 to remove land from the Oxford GB. The GB around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The plan is therefore ineffective and not consistent with National Policy.</p> | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation |
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
| 5417 | <p>Comments</p> <p>Concern over the impact of the proposed Woodstock urban extension, including the potential adverse effects on the settings of important heritage assets. It is not clear that Cherwell have appropriately considered the cumulative impact of the proposed urban extension in combination with the proposals in the proposed West Oxfordshire Local Plan. The proposed West Oxfordshire Local Plan proposes 670 new homes on urban extension to Woodstock, including 300 homes to the immediate west of the Cherwell site which now have planning approval subject to a Section 106 agreement. The cumulative effects that need to be considered include the impact on the setting of the Blenheim Palace World Heritage Site. The site at present is a large open field, whose openness is readily apparent from the A44 as visitors travel towards Woodstock from the South, and this contributes to the setting of the World Heritage Site. A key issue to consider is the harm that the Cherwell proposal might cause in combination with the adjoining development in West Oxfordshire. Cherwell have not considered that already there is a woeful lack of parking available in Woodstock and there is a real fear that development of this site would create a satellite village whereby shoppers would use the private car to commute to and from Kidlington. Another important issue is the impact of the proposal on this setting of the Blenheim Villa Scheduled Ancient Monument which is within the site itself. Although the SAM itself will be protected from residential development, the proposed housing area would represent a significant change to the landscape just to the north of the SAM thereby adversely affecting its setting. There is a strong hedgerow feature on the western boundary of the site, which follows the alignment of a historic tract. The proposed urban extension would breach this natural boundary and extend development in an incongruous 'finger' to the east. As such it would not relate well to the existing urban form of Woodstock in this area. The proposed allocation is considered to cause harm to the settings of important heritage assets, it would also impact on the landscape and setting of Woodstock as a result of an incongruous urban extension which is poorly related to the characteristics of the location. The benefits of the proposed allocation do not outweigh these harms, given that there is scope to deliver housing to contribute towards Oxford's needs in alternative ways, such as through a modest increase in density on sites released from the GB, or by the development of the site Policy PR3a, which is to be removed from the GB but is not proposed for housing development in the proposed submission plan. More efficient use of the GB sites could deliver at least 410 additional homes and therefore eliminate the need for the proposed Woodstock urban extension. As such the proposed allocation is contrary to the NPPF.</p> | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation |
| | Delete PR10 and the Woodstock allocation | | | | | | | To address cross-boundary issues with West Oxfordshire |
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
| 5418 | <p>Comments</p> <p>Concern over the impact of the proposed Woodstock urban extension, including the potential adverse effects on the settings of important heritage assets. It is not clear that Cherwell have appropriately considered the cumulative impact of the proposed urban extension in combination with the proposals in the proposed West Oxfordshire Local Plan. The proposed West Oxfordshire Local Plan proposes 670 new homes on urban extension to Woodstock, including 300 homes to the immediate west of the Cherwell site which now have planning approval subject to a Section 106 agreement. The cumulative effects that need to be considered include the impact on the setting of the Blenheim Palace World Heritage Site. The site at present is a large open field, whose openness is readily apparent from the A44 as visitors travel towards Woodstock from the South, and this contributes to the setting of the World Heritage Site. A key issue to consider is the harm that the Cherwell proposal might cause in combination with the adjoining development in West Oxfordshire. Cherwell have not considered that already there is a woeful lack of parking available in Woodstock and there is a real fear that development of this site would create a satellite village whereby shoppers would use the private car to commute to and from Kidlington. Another important issue is the impact of the proposal on this setting of the Blenheim Villa Scheduled Ancient Monument which is within the site itself. Although the SAM itself will be protected from residential development, the proposed housing area would represent a significant change to the landscape just to the north of the SAM thereby adversely affecting its setting. There is a strong hedgerow feature on the western boundary of the site, which follows the alignment of a historic tract. The proposed urban extension would breach this natural boundary and extend development in an incongruous 'finger' to the east. As such it would not relate well to the existing urban form of Woodstock in this area. The proposed allocation is considered to cause harm to the settings of important heritage assets, it would also impact on the landscape and setting of Woodstock as a result of an incongruous urban extension which is poorly related to the characteristics of the location. The benefits of the proposed allocation do not outweigh these harms, given that there is scope to deliver housing to contribute towards Oxford's needs in alternative ways, such as through a modest increase in density on sites released from the GB, or by the development of the site Policy PR3a, which is to be removed from the GB but is not proposed for housing development in the proposed submission plan. More efficient use of the GB sites could deliver at least 410 additional homes and therefore eliminate the need for the proposed Woodstock urban extension. As such the proposed allocation is contrary to the NPPF.</p> | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation |
| | Delete PR10 and the Woodstock allocation | | | | | | | To address cross-boundary issues with West Oxfordshire |
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | Y | Y |
| 1621 | <p>Comments</p> <p>Support for Policy PR3. Exceptional circumstances have been demonstrated to justify the release of sites from the GB, including sites for housing to help meet Oxford City's unmet housing needs, and sites for necessary transport infrastructure. It is clear from the evidence base for Cherwell's proposed submission plan and from the Oxfordshire Growth Board evidence base that the release of sites from the GB is necessary to deliver the scale of housing required in a sustainable manner. It is important to consider the relationship of sites with Oxford and consider how well they contribute to helping meet Oxford's needs. The proposed housing sites to be released from the GB relate well to Oxford and to proposed or existing transport infrastructure.</p> | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation |
| | No changes to the list of sites that are proposed to be released from the GB. | | | | | | | To address cross-boundary issues with West Oxfordshire |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0660 | 07/10/2017 | Carol | Matheson | | | | | N |
| 1629 | <p>Comments</p> <p>Government guidance says the GB is a permanent designation and unmet housing need is not a reason to build on it. Policy PR3 assumes it is acceptable to take land from the GB to build houses, flouting National Policy. Building 1410 houses on the GB removes 12% of the GB within the narrow gap between Oxford and the urban area of Gosford and Water Eaton. In addition, it effectively merges Oxford with Gosford and Water Eaton. The purpose of the GB is to check the unrestricted sprawl of large built-up areas and to prevent neighbouring towns merging into one another. Brownfield sites have to be considered and used before GB land is used for housing. Cherwell have brown field sites which they have dismissed because it would take a while longer to deliver the housing. This is not effective, has not been positively prepared and is not justified.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0664 | 08/10/2017 | Tom | Butler-Bowdon | | | | | N |
| 1640 | <p>Comments</p> <p>Objection to Policy PR3 to remove land from the Oxford GB. The GB around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The plan is therefore ineffective and not consistent with National Policy.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0668 | 08/10/2017 | Stephen | Youngman | | | | | |
| 1645 | <p>Comments</p> <p>Objection relating to Kidlington, Yarnton and Begbroke on the following grounds: Development could be located on sustainable sites identified elsewhere in the district rather than GB which Government says should only be used as a very last resort. A high proportion of the new homes should be affordable for young people and families from the local area. Infrastructure such as roads and schools should be put in place, as well as adequate parking facilities for the new residents. Traffic congestion and parking is already a major problem in Kidlington and the surrounding area, especially in the rush hour. Support for Cherwell's decision not to include land behind the Moors for development, as this is GB land used for recreation by local people, and would cause yet more traffic problems. I am appalled at the prospect of Kidlington and it's close neighbours becoming another suburbs of Oxford, with the consequential loss of revenue to Cherwell District Council.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0671 | 08/10/2017 | Matthew | Simpson | | | | | N |
| 1651 | <p>Comments</p> <p>Building on GB is Not Justified: (a) Review says (p.10), this ought only to be done in "exceptional circumstances", but there are no reasons in the Review matching this requirement. To say that other plans "would not deliver the Plan's vision" is to imply, absurdly, that the ordinary planning process is itself an exceptional circumstance. This is more or less stated at the bottom of p.14, but GB is a national planning principle, not a local preference, and should not be overridden in this way. (b) The term "exceptional" surely implies that the loss of GB might be acceptable where an otherwise important or essential proposal elsewhere would not be viable without the loss of some GB land, but the Review admits (p.68, par 5.17) that "All the sites we have identified, other than land to the south-east of Woodstock, lie within the Oxford GB." The proposal simply treats GB as development land. (c) The Review states (p.14, par 1.8) that "permanence" is one of the "essential characteristics" of GB land. Having overridden this characteristic, it then proposes as one of the purposes of overriding it (p.78, par. 5.37), to "ensure that the revised GB boundaries are capable of permanently enduring beyond the planned period". It manages, then, to make violating the Oxford GB now a means of ensuring its permanence in future: this I regard as altogether unsound, in logic and in likely effect.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0675 | 04/10/2017 | Gill | Davidson | | | | | N |
| 1657 | <p>Comments</p> <p>Appalled at intention to build 4,000 houses on Oxford GB. The GB is vital to protect the character of the City and prevent urban sprawl as well as providing a green lung that helps maintain environmental quality. Once it is gone it is lost forever. This is hardly sustainable development. These circumstances are not exceptional but have been artificially created by Oxford City Council choosing to develop commercial properties rather than housing and not insisting on affordable homes to be built at high density in the City. Sites within the city could be used for housing. It is irrational to protect green field sites within the City then destroy the GB and put neighbouring villages under pressure. Once the GB is breached for such spurious reasons the flood gates will be open for even more uncontrolled sprawl.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0676 | 01/10/2017 | Mr G | Thompson | | | | | N |
| 1660 | <p>Comments</p> <p>PR3: The Oxford GB. Policies PR8 and PR9 propose removal of specified areas of land from the Oxford GB. This proposal is not consistent with National Policy which is Not Justified and UNSOUND. The 'exceptional circumstances' justifying this removal of the GB listed at para 5.17 (page 66) are largely implausible and represent a rather pathetic planning exercise to shoehorn in a sufficient number of homes close to Oxford City without regard to the identity of the existing villages of Yarnton and Begbroke, and without effective infrastructure. I believe if this plan is approved it will set a precedent that would see other authorities throughout England and Wales to override the GB Policy at will and render it redundant .</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | | | N | |
| 1680 | <p>Comments</p> <p>95% of the land within Gosford and Water Eaton Parish is within the Green Belt. The plan as proposed allocates 3 significant sites for housing and removes 2 others from the Green Belt. These are Water Eaton Park and Ride and land between the A34 and PR6b which the Plan states in 5.39 is not suitable for residential development. In total, this involves the removal of nearly 100 hectares of land from the Green Belt within the Parish Council's area which represents 12% of Green Belt in the Parish. This loss will occur in the narrow gap between Gosford and Water Eaton Parish and the village of Kidlington with north Oxford reducing the separation substantially leaving a very little undeveloped land between the settlements. It will result in the urbanisation of Gosford and Water Eaton Parish with a 108% increase in the number of houses within the Parish. We note that in the Green Belt Study (April 2017) all of the site allocations in the Parish were identified as "High" or "Moderate High" in terms of harm to the Green Belt from their release for development. Indeed of all the sites considered in the study within Gosford and Water Eaton the majority are also given a "High" or "Moderate High" ranking. There is no justification for building on this land – as mentioned earlier 'Green belt' is not code for reserved for 'Reserved for Planning at the County's pleasure. With such a narrow gap it will be much more difficult to retain any real sense of separate identity for Gosford and Water Eaton and for Kidlington. Quotes the purposes of the GB in Para' 80 of the NPPF. The proposals put forward in the Partial Review would in our view fundamentally conflict with several of these objectives. They would lead to: • further sprawl from a large built up area through the northward expansion of Oxford urban area; • Gosford and Water Eaton, Kidlington and Oxford merging as a result of the development. • Encroachment onto the countryside within the Parish • Damage to the setting of Oxford through development within the Cherwell Valley. The NPPF is clear in paras. 88 and 89 that new building within the Green Belt is "inappropriate" and should only be allowed in "very special circumstances". You have not made this argument. Refers to the statement in para. 034 of the PPG (Stage 5 – Housing and Economic Land Availability Assessments "In decision taking, can unmet need for housing outweigh Green Belt protection? Unmet housing need (including for traveller sites) is unlikely to outweigh the harm to the Green Belt and other harm to constitute the "very special circumstances" justifying inappropriate development on a site within the Green Belt."</p> | | | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | | | |
| PR-C-0687 | 06/10/2017 | Tim | Green | | | Y | | Y | | N | N |
| 1693 | <p>Comments</p> <p>GB was established to prevent urban sprawl and ensure neighbouring towns do not merge into one another. Also to preserve the setting and special character of historic towns. This proposal completely ignores the basic tenets contained with NPG para. 80. Would result in removal of large amount of LOCAL GB in one go - greatly changing the nature of the local area, contrary to purpose of the GB. In particular, the proposals contained within PR6a and PR6b would cause Oxford to effectively merge with Kidlington and would at the same time cause the present traffic congestion and air pollution to worsen considerably and to what objective? The outcome would provide expensive houses for commuters into London. Cherwell's Proposed Submission Plan July 2017 states that "Protecting and respecting the identity of individual settlements is an important aim of the existing Local Plan's policies for the built environment". The proposal to remove PR6a and PR6b from the Green Belt is clearly at odds with this stated aim.</p> | | | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | | | |
| | For the reasons stated, I do not think that GB land should be released and that the City of Oxford and Cherwell DC should be instructed to examine all other options. | | | | | | | | | | |
| PR-C-0690 | 08/10/2017 | David | Hemingway | | | | | | | | N |
| 1700 | <p>Comments</p> <p>Objection to policy PR3 to remove land from the Oxford GB. The GB around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The plan does not meet the threshold of "exceptional need", and is therefore ineffective and not consistent with National Policy.</p> | | | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | | | |
| PR-C-0692 | 09/10/2017 | Mr Richard | Clarke | | | | | | | | N |
| 1707 | <p>Comments</p> <p>Objection to remove land from the Oxford GB. The GB around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The plan is therefore ineffective and not consistent with National Policy. 'Contributions to improvements to the environmental quality and accessibility of land remaining in the GB' can never compensate for the loss of GB. Our GB, particularly that separating Kidlington from Oxford, serves all the following purposes: - To check the unrestricted sprawl of large built-up areas. - To prevent neighbouring towns merging into one another. -To assist in safeguarding the countryside from encroachment. - To preserve the setting and special character of historic towns. - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. 'Exceptional circumstances' for removing land from our green belt are not proven. The circumstances that Cherwell 'consider' to be exceptional all need to be challenged further (legally if necessary), and should not include 'the urgent and pressing need to provide homes for Oxford including the exceptionally high need for affordable homes' and 'the clear inability for Oxford City Council to fully meet its own needs'.</p> | | | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | | | |
| PR-C-0694 | 09/10/2017 | Elizabeth | McDonnell | | | | | | | | N |
| 1712 | <p>Comments</p> <p>Objection to proposed designation of GB for housing and development. The existing GB preserves natural environments widely appreciated and used by local residents and tenant farmers. Development of such lands is to the detriment of the rural way of life and identities of the individual local communities, with historic villages being subsumed into the overdevelopment of City of Oxford. The National Planning Policy Framework clearly states that unmet housing need is not a justification for building on GB land and removal of the permanent designation of land as GB. Therefore the proposal is both ineffective and not consistent with National Policy.</p> | | | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0694 | 09/10/2017 | Elizabeth | McDonnell | | | | | N |
| 5423 | Comments | | | | | | | |
| <p>Objection to the proposed submission plan and sustainability appraisal which are inconsistent with the National Planning Policy Framework in terms of failing to provide sustainable development which ensures a better life for both current and future generations, this is on the grounds that it fails to:</p> <ul style="list-style-type: none"> • Promote realistic sustainable transport. • Protect green belt land. • Meet the challenge of climate change and resultant flooding. • Conserve and enhance both the natural and historic environments. <p>The proposed submission plan, associated policy maps and sustainability appraisal are unsound, not positively prepared, not justified and not effective for the reasons detailed in specific objections. The sustainability appraisal indicates that Cherwell District is expected to accept and allocation of 30% of the unmet housing need for Oxford City, which in comparison to other neighbouring districts is excessive. This is supportive the assertion that the City council has failed in its duty to co-operate, whilst Cherwell District has failed to ensure the proposal is effective, positively prepared and justified.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0695 | 07/10/2017 | Prof Roger | Davies | | | | | |
| 1719 | Comments | | | | | | | |
| <p>Strong Objection: The areas for development are all in the GB – it is government policy to protect the GB. The specific purpose of the GB is to prevent urban sprawl, why are these areas being considered at all? Some of the areas, particularly to the north and east of Kidlington contain precious natural habitats and well used footpaths. These are widely appreciated and enjoyed by large numbers of local residents. The GB is a permanent designation and unmet housing need is not a reason for building in the GB. The Government and Cherwell’s existing policy to protect the GB, must be upheld. If the sites along the Banbury Road between Oxford and Kidlington are built on, as proposed, then the Oxford conurbation will run continuously from Kennington in the south to Kidlington in the north specifically negating the purpose of the GB to prevent urban sprawl. What will have been the purpose of the green belt designation if it is sacrificed at the first significant challenge?</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0697 | 07/10/2017 | Ioana | Davies | | | | | N |
| 1725 | Comments | | | | | | | |
| <p>Strong objection to build housing on the GB. These areas are there to prevent urban sprawl and for residents to walk in and enjoy. These areas are extensively used. If they are built on there will be one large conurbation from Oxford through to North Kidlington and Begbroke. Once lost, it is lost forever. It is against national Government policy and guidance and should not be considered. It is an unsound plan.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0699 | 05/10/2017 | Mrs. J A | Burt | | | | | N |
| 1731 | Comments | | | | | | | |
| <p>Objection to remove land from the Oxford GB. The GB around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says the GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The plan is therefore ineffective and not consistent with National Policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0700 | 03/10/2017 | Tony | Churchill | | | | | N |
| 1736 | Comments | | | | | | | |
| <p>Objection made to PR3 to remove Green Belt land which preserves green spaces around Kidlington that are appreciated and enjoyed by local residents. It protects the historic city from over development and neighbouring villages from coalescence. Government guidance says Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with national policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0701 | 03/10/2017 | Prof Margaret | Harris | | | | | |
| 1740 | Comments | | | | | | | |
| <p>Objection to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. The plan is therefore not consistent with national policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0702 | 02/10/2017 | Angela | Knowlden | | | | | N |
| 1743 | Comments | | | | | | | |
| <p>Objection to Policy PR3 because Government guidance says that Green Belt is a permanent designation and unmet housing need is not a reason for building on it. Ineffective and not consistent with National Policy. Loss of Green Belt will impact on healthy pursuits and habitats.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0703 | 29/09/2017 | Roger | Prince | | | | | N |
| 1747 | Comments | | | | | | | |
| <p>Consider that the proposed submission plan is unjustified and unsound for the reasons given in my specific objections. Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt was put in place for a very good purpose and the increasing pressure from developers makes the reasons for doing so even more important today than when it was first introduced. The Green Belt is a permanent designation and the Government's own guidance states that unmet housing need is not a reason for building in the Green Belt. This has been reinforced in the manifesto of the current administration where there is a commitment to protect the Green Belt. Cherwell's existing policy is also to protect the Green Belt and, given the number of development opportunities elsewhere in the district, there can be no justification for abandoning that policy. The Green Belt provides footpaths and green spaces that are used and enjoyed by many local residents. Another major advantage in having the permanence of the Green Belt is that it ensures that Oxford City does not suffer from over development and urban sprawl. If there is an unmet housing need, then Oxford City Council is largely to blame as it has been allocating land in the city for employment instead of for housing, even though there is little or no unemployment in the area. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs before insisting that adjoining councils build on the Green Belt.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0704 | 25/09/2017 | Gitte | Kragh | | | | | N |
| 1752 | Comments | | | | | | | |
| <p>Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0705 | 08/10/2017 | Peter | Trowles | | | | | N |
| 1755 | Comments | | | | | | | |
| <p>Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and regularly enjoyed by me and my family. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. Alternative locations for housing development in Cherwell district, outside the Green Belt are available along good public transport corridors to Oxford. Even if a case for exceptional need to build in the Green Belt could be made, the amount of land proposed to be removed from the Green Belt is not justified as it far exceeds that which is necessary to satisfy Oxford's stated unmet housing need because of the proposed low density of dwellings. One suspects that after an area of Green Belt land is designated for development, much higher densities will be proposed and this area will be used to meet Cherwell's future housing needs in addition to Oxford's unmet need. I therefore also object to Policy PR12a which allows for permission to be granted for housing numbers that exceed Oxford's unmet need.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0706 | 08/10/2017 | Mary & Paul | Layland | | | | | |
| 1759 | Comments | | | | | | | |
| <p>Object to Policy PR3 to remove land from the Oxford Green Belt. Believes that the Green Belt should be protected from development, so that animal and plant habitats are not destroyed, and in order that we ensure our environment is sustainable for the future. Also thinks the Green Belt around Oxford should be protected to avoid urban sprawl and so that local residents can continue to enjoy green spaces, with Kidlington, Yarnton and Begbroke retaining a 'village' feel. Understands that the land behind The Moors is still at risk of development. Walks there very frequently as a local resident of Kidlington and would be heartbroken to lose this beautiful open space, not least as it is home to at least one family of deer. I do not believe we are at the point where there are no other options except building on the Green Belt - far from it, I believe we can easily avoid this by insisting Oxford City Council take some of the burden and bearing in mind the likelihood that this level of development is an exaggeration of what's actually required.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0707 | 08/10/2017 | Julia | Trowles | | | | | N |
| 1762 | Comments | | | | | | | |
| <p>Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and regularly enjoyed by the respondent and family. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. Alternative locations for housing development in Cherwell district, outside the Green Belt are available along good public transport corridors to Oxford. Even if a case for exceptional need to build in the Green Belt could be made, the amount of land proposed to be removed from the Green Belt is not justified as it far exceeds that which is necessary to satisfy Oxford's stated unmet housing need because of the proposed low density of dwellings. One suspects that after an area of green belt land is designated for development, much higher densities will be proposed and this area will be used to meet Cherwell's future housing needs in addition to Oxford's unmet need. Therefore also objects to Policy PR12a which allows for permission to be granted for housing numbers that exceed Oxford's unmet need.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0708 | 09/10/2017 | Trevor | Campbell | | | | | N |
| 1766 | Comments | | | | | | | |
| <p>Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0709 | 09/10/2017 | Victoria | Campbell | | | | | N |
| 1770 | Comments | | | | | | | |
| <p>Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt land around Kidlington serves an extremely important purpose for residents in the village and surrounding villages in terms of leisure activities. This is particularly the case because, unlike Oxford, there are no public parks within Kidlington. Natural habitats and wildlife would also be destroyed. The Green Belt land protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt land is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0710 | 27/09/2017 | Katherine | Pate | | | | | | N |
| 1774 | Comments | | | | | | | | |
| Consider that the proposed submission plan is Unsound, Not Positively Prepared, Not Justified, and Not effective for the reasons given in my specific objections. Object to Policy PR3 to remove land from the Oxford Green Belt. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore not consistent with National Policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0711 | 08/10/2017 | Gary | Lancaster | | | | | | N |
| 1778 | Comments | | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt because:- The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. - Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The Green Belt should only be given up in 'exceptional circumstances'. The plan is therefore ineffective and not consistent with National Policy. The proposed density of new housing is low by modern UK standards, at well under 20 dwellings per hectare. It is hard to avoid the conclusion that either very few of the new houses will be the promised affordable housing (and that they will instead be luxury housing for London commuters), or that many more houses will be built than have been announced. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0712 | 08/10/2017 | Sonia | Morgan | | | | | | N |
| 1782 | Comments | | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and the neighbouring villages of Begbroke, Yarnton and Kidlington from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. I believe designating Green Belt for development can only be justified if the case for new houses is absolutely and irrefutably sound – this is clearly not the situation in relation to the proposed new houses for Oxford's overspill. The plan is therefore ineffective and not consistent with National Policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0713 | 09/10/2017 | Elizabeth | Hallett | | | | | | N |
| 1786 | Comments | | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0714 | 05/10/2017 | Mick | Wilton | | | | | | |
| 1790 | Comments | | | | | | | | |
| Policy PR3 The greenbelt was established for a purpose namely to protect our quality of life. It protects the historic city of Oxford from overdevelopment and neighbouring villages from losing their unique identity. The government states that the Green Belt is a permanent designation, therefore this proposal is not in line with National Policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0715 | 30/09/2017 | Dr Victoria | Slater | | | | | | N |
| 1794 | Comments | | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington provides enjoyment and health benefits to local residents. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building on it. The plan is therefore ineffective and not consistent with National Policy. If the proposal goes ahead, Kidlington would become part of a vast urban sprawl encompassing north Oxford, Cutteslowe, Wolvercote, Begbroke and Yarnton with a consequent loss of identity for all these communities. The walks and physical and mental health benefits of the Green Belt's open countryside would be lost for good and important natural habitats and wildlife would be destroyed. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0716 | 04/10/2017 | Nicola | Barnetson | | | | | | N |
| 1799 | Comments | | | | | | | | |
| Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believes these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National Planning Policy Framework (NPPF)• Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0717 | 01/10/2017 | Pierre | Pazgrat | | | | | | N |
| 1802 | Comments | | | | | | | | |
| Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believes these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. (National Planning Policy Framework) • Oxford’s Local Plan has not yet been prepared so Cherwell’s allocation of homes is premature and is not an appropriate strategy and is unjustified. Further comments regarding the Green Belt: • Its purpose aims at preventing urban sprawl• If Green Belt boundaries are re-defined, the way to define those using physical features would need to be readily recognisable and permanent. This is not the case on the area to the east of the A4165 (Oxford Road) because there are no such features and therefore no eastern boundary. There is a high risk to lead to unrestricted sprawl of large built up areas – which is contrary to the Green Belt purpose. Further comments regarding housing needs: The proposal is focussing on being close to the Parkway Station; this is unlikely to fill the need to have affordable housing. The developers are likely to have to pay a premium because of its location. It is clear that these new homes are likely to be purchased by London commuters due to the proximity of the station. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0718 | 01/10/2017 | Daniel | Walround | | | | | | |
| 1806 | Comments | | | | | | | | |
| Strongly object to the proposed plans of building on the Green Belt between Oxford, Kidlington, and Yarnton. This is a clear removal of the separation between then and with most certainly lead to both Kidlington and Yarnton becoming Oxford. This is exactly why Green Belts were created and the proposed plans are an unjustified use of Green Belt land which is not consistent with National Policy. Not only are these proposed plans intending to build on Green Belt land but the most precious Green Belt land between Oxford and Kidlington. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0722 | 29/09/2017 | Steve | Handsley | | | | | | N |
| 1813 | Comments | | | | | | | | |
| Most of the proposed housing (about 3900 houses out of the 4400 proposed) is located on green belt land. Although it is only a small proportion of green belt land within Cherwell DC, it is an important part as it separates the villages of Kidlington, Yarnton and Begbroke from Oxford.Green Belt land is permanent (National Planning Policy Framework paragraph 79). The only way to release green belt land is to show that there are exceptional circumstances (paragraph 83). Meeting unmet housing need is not, in itself, an exceptional circumstance. In order to prove that there is an exceptional circumstance, there is a need to demonstrate that all the possible alternatives for development have been looked at (Housing White Paper “Fixing our Broken Housing Market” February 2017). This has not been demonstrated by Oxford City Council. In particular it is necessary to show :• Why land set aside for development cannot be re-zoned for housing• Why current brownfield land within Oxford cannot be used• Why surplus public sector land cannot be used• Why higher density housing cannot be use. A critical review of Oxford’s recent proposed Local Plan 2036 by CPRE (CPRE Oxfordshire response to Oxford Local Plan 2036: Preferred Options Consultation August 2017) provides substantial evidence that Oxford CC has not demonstrated an exceptional circumstance for building on Green Belt land. If this is so, there is no justification for Cherwell DC to build on Green Belt land in order to meet Oxford’s unmet housing need.The proposed submission is therefore is not justified. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0724 | 09/10/2017 | Stephanie | White | | | | | | N Y |
| 1818 | Comments | | | | | | | | |
| The proposed submission plan is Unsound, Not Positively Prepared, Not Justified and Not Effective for the reasons given in my specific objections below.Development within the Green Belt: The green belt is intended to check urban sprawl and prevent towns and villages from merging. The current plans would see Kidlington, Yarnton and Begbroke absorbed into one continuous conurbation, running from Oxford almost all the way to Woodstock. At present, the villages of Kidlington, Yarnton and Begbroke are distinct, with their own individual communities and personalities. Knows neighbours in a way that the rep never did when living in Oxford. There are regular community events within the village, and there is a sense of familiarity with the people seen day-to-day. The drastic increase in population, and the merging of the villages, would destroy that identity | | | | | | | | | |
| The Cherwell Local Plan 2011–2031 states that ‘The Oxford Green Belt boundaries within Cherwell District will be maintained in order to... prevent the coalescence of settlements; assist in safeguarding the countryside from encroachment; [and] assist in urban regeneration, by encouraging the recycling of derelict and other urban land.’ In addition, this Plan stated the intention to ‘avoid the coalescence of settlements, protect the vulnerable Kidlington Gap, and otherwise have the least impact possible on the Green Belt.’ The current plans seem in direct contravention of these aims.The government’s own policies make it clear that the green belt should be built on only in exceptional circumstances: ‘councils should use their Local Plan, drawing on protections in the National Planning Policy Framework, to safeguard their local area against urban sprawl, and protect the green lungs around towns and cities...Once established, green belt boundaries should only be altered in exceptional cases...’ The ‘exceptional circumstances’ listed by Cherwell District Council in their Proposed Submission Plan are, in fact, nothing of the sort. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Proposed changes to the plans In light of the objections outlined above, I would suggest: • reviewing the housing forecasts on which the current Local Plan is based. The calculations used to make these forecasts have been revised recently and the number of new homes required has fallen as a result. • looking to build on brownfield sites within Oxford itself. This would significantly reduce the impact on local transport infrastructure, and provide housing where it is actually needed. • looking to build on sites closer to the main industrial areas of Oxford (namely the City Centre, Headington and Cowley); again, this would reduce the impact on local transport infrastructure and increase the likelihood that these houses would be bought by people working in Oxford rather than people looking to commute to London. | | | | | I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0724 | 09/10/2017 | Stephanie | White | | | | N | Y |
| 1819 | <p>Comments</p> <p>The 'exceptional circumstances' listed by Cherwell District Council in their Proposed Submission Plan are, in fact, nothing of the sort. • 'the urgent and pressing need to provide homes for Oxford' and 'the clear inability for Oxford City Council to fully meet its own needs': Oxford City Council has not finished preparing its own local plan at the time of writing. It has not yet established exactly what its needs are, nor whether it will be able to meet them. Moreover, as quoted in the Bicester Advertiser on 19 September, A new method for working out housing need was released revealing that Oxfordshire – originally planning for 5,000 homes a year – actually needs 3,415 homes a year. Thus, the plans are Not Justified. • 'the exceptionally high need for affordable homes': 'Affordability' is usually based on a value that is 80% the average market value for a house in a given area. Oxfordshire house prices are at present around 9 times comparable incomes, so even so-called 'affordable' homes will remain out of reach for lower quartile buyers. Only 30% of the proposed development has been 'earmarked' for affordable housing and, given the proximity of the new developments to Oxford Parkway station, it is likely that many of these properties will be snapped up by commuters who cannot afford to live in London. This will have the dual effect of rendering these developments mere 'dormitories' for people working in London, and meaning that there is little improvement in the current housing crisis in Oxford. As a result, the plans are Not Sound. -the improvement of transport infrastructure in the north Oxford/A44 corridor area: Agrees that the transport infrastructure in this area needs to be improved. The roads into and around Oxford are already over-crowded; traffic conditions are so bad that rep choose to cycle into Oxford each day, rather than driving, even though the cycle path is unlit and littered with broken glass, mud and potholes. The extensive roadworks in the north of the city seem to have done little to improve the situation, and many bus routes have been discontinued in recent years, leaving people with no choice but to use their cars. However, the District Council's Transport Assessment has assumed that its model of urban commuting is being applied to an urban environment (i.e. 25% walk, 25% cycle, 20% use buses). This is not even close to the true situation (as described above – cycling facilities are poor and many bus routes have been discontinued); the bulk of the affected areas for PR8 and PR9 have a majority Red or Amber status, meaning that more strategic transport investment will be required to mitigate the impacts of development. Furthermore, the roads between the proposed developments and the centre of Oxford include a railway bridge, a canal bridge and many adjacent properties, meaning that any attempts to widen or otherwise adapt the roads will necessitate length road closures and cause major disruption to roads that are already congested. Thus, the proposed development is Not Sustainable.</p> <p>Changes Sought</p> <p>Proposed changes to the plans In light of the objections outlined above, I would suggest:</p> <ul style="list-style-type: none"> • reviewing the housing forecasts on which the current Local Plan is based. As mentioned above, the calculations used to make these forecasts have been revised recently and the number of new homes required has fallen as a result. • looking to build on brownfield sites within Oxford itself. This would significantly reduce the impact on local transport infrastructure, and provide housing where it is actually needed. • looking to build on sites closer to the main industrial areas of Oxford (namely the City Centre, Headington and Cowley); again, this would reduce the impact on local transport infrastructure and increase the likelihood that these houses would be bought by people working in Oxford rather than people looking to commute to London. <p>Reasons for Participation</p> <p>I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector</p> | | | | | | | |
| PR-C-0725 | 29/09/2017 | John | Carr | | | | N | |
| 1823 | <p>Comments</p> <p>Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington, Yarnton and Begbroke preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from over development and the neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with the National Policy. The Government's Manifesto promise and Cherwell's existing policy to protect the Green Belt must be upheld.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0726 | 05/10/2017 | Dagmar | Carr | | | | N | |
| 1827 | <p>Comments</p> <p>Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington, Yarnton and Begbroke preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from over development and the neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with the National Policy. The Government's Manifesto promise and Cherwell's existing policy to protect the Green Belt must be upheld.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0727 | 10/10/2017 | Bridget | Davidson | | | | N | |
| 1831 | <p>Comments</p> <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0728 | 08/10/2017 | Denis | Roger | | | | N | |
| 1837 | <p>Comments</p> <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). Believes that these proposals are not consistent with national policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National planning Policy Framework (NPPF). Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0730 | 09/10/2017 | Monik | Rodger | | | | | N |
| 1842 | <p>Comments</p> <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National Planning Policy Framework (NPPF). Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0735 | 08/10/2017 | Christopher | Rogers | | | | | N |
| 1849 | <p>Comments</p> <p>Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington, Yarnton and Begbroke preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from over development and the neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with the National Policy.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | | N |
| 1852 | <p>Comments</p> <p>Does not agree that Cherwell's preferred options of areas A and B are the most suitable sites of the nine 'Areas of Search' in which to locate the 4,400 houses allegedly necessary to meet Oxford's unmet housing need. All the land within areas A and B – with the exception of site PR10 – lies within Oxford's Green Belt, contravening both Cherwell's own adopted Local Plan and National Policy that designates the Green Belt as permanent. Land should not be released from the Green Belt unless it can be demonstrated that exceptional circumstances exist and that the scale of a 4,400 housing development in Cherwell District is proven. We welcome Cherwell's rejection of sites north and east of Kidlington, but consider all sites not currently selected for development as remaining endangered by ANY relaxation of Green Belt protection, since the Green Belt should be retained as an entity and not be subjected to piecemeal development, and we therefore oppose in their totality Cherwell's preferred search options A and B. States the NPPF (para 80) the Green Belt's five purposes in the letter. Oxford's Green Belt is an excellent example of the successful performance of these functions: it has preserved the size, setting, and character of the historic city of Oxford and of the villages surrounding it; it has prevented the merger of Oxford and surrounding settlements into an extended conurbation of urban sprawl; and it has ensured that the surrounding countryside and its landscapes – whether farmland or other open green spaces - have been protected and conserved. Local Plan Policy ESD 14: Oxford Green Belt quoted. Cherwell's positive intention to protect and preserve the Green Belt is sound and observes NPPG, and its rationale for doing is reiterated throughout the Local Plan. There could be few better defences of the Green Belt than Cherwell's own. Paragraphs of the adopted Local Plan Part 1 quoted. The requirement on Cherwell to add to its Local Plan an acknowledgement of its Duty to Cooperate to address the objectively assessed need for housing across the Oxfordshire Housing Market Area has resulted in an inherent contradiction in the Local Plan, which now both opposes and supports a strategic review of the Green Belt. Extracts of Section B of the adopted Local Plan Part 1 quoted. Cherwell states that its duty to cooperate with neighbouring authorities means that it is obliged to help meet Oxford's unmet housing need, and proposes that it should fulfil its obligation by development of 4,400 houses in selected sites in areas A and B. Areas A and B lie almost entirely within the Oxford Green Belt. Cherwell's stated policy is against development in the Green Belt. Locating these 4,400 houses in these areas (as opposed to the other areas of search that were considered) would therefore be a contravention of Cherwell's own Local Plan.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0737 | 01/10/2017 | Pauline | Alvarez | | | | | |
| 1865 | <p>Comments</p> <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the national Planning Policy Framework (NPPF).</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0738 | 02/10/2017 | Mrs Y | Thompson | | | | | N |
| 1870 | <p>Comments</p> <p>Object to Policy PR3: The Oxford Green Belt. Policies PR8 and PR9 propose removal of specified areas of land from the Oxford Green Belt. This proposal is not consistent with National Policy and is thus UNSOUND.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0747 | 06/10/2017 | Dr Elizabeth | Fry | | N | N | N | Y |
| 1887 | <p>Comments</p> <p>Lives adjacent to a field that supports much wildlife including barn owls. Very upset to think that the need to destroy the habitat of these creatures because we cannot build efficiently in the City! The farmland also provides oxygen and food for us and a beautiful environment in which we can walk and relax. If the villages are joined and this area becomes an urban sprawl then the individual identity of the villages will be lost and that of Woodstock. There is land available within the City and the Green Belt should be preserved at all costs for future generations.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | <p>For the reasons given and the representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported and adopt as part of this representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> | | | <p>Begbroke & Yarnton Green Belt Campaign to represent at the Examination should it take place.</p> | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0752 | 28/09/2017 | Paul | Lankford | | | | | |
| 1895 | Comments | | | | | | | |
| Strongly object to Cherwell District Council's plan to build 4,400 houses on the Green Belt surrounding the villages of Begbroke, Yarnton and Kidlington. 5 purposes of the Green Belt from the NPPF quoted. The NPPF emphasises that 'Green Belt boundaries should only be altered in exceptional circumstances' and I do not consider that Oxford City Council's inability to manage their own housing needs as 'exceptional circumstances'. Cherwell DC's plan also contravenes the NPPF's policy on the Green Belt and their reasons for 'exceptional circumstances' are not acceptable both to the Rep and to many other people. The main purpose of the Green Belt is to prevent urban sprawl. Cherwell's Local Plan which has been adopted states that that "The Oxford Green Belt was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area." If these plans are instigated then Oxford City will engulf Begbroke, Yarnton and Kidlington creating 'urban sprawl' on an unprecedented scale. These villages, which have stood alone for hundreds of years, will become 'incorporated' into the suburbs of Oxford and the loss of the Green Belt which separates them will also be lost forever in a mass of bricks and concrete. Cherwell states that these areas override any other considered areas as they are closest to the City and this is why they have been selected for development. However it is these Green Belt areas which, by their very nature, are designed to halt the spread of urban sprawl and the incorporation of populations. Government policy states that development within the Green Belt should only be the very last resort and should only be considered if there is no other alternative. Does not accept that Cherwell District Council has taken into account the above statement. If these plans were to come to fruition Yarnton and Begbroke would be consumed by Kidlington and all would then be engulfed by Oxford city. These villages have their own historical significance and have stood alone for hundreds of years as already stated, this 'independence' would be lost along with each village's history. Cherwell District Council Green Belt Report (April 2017) - summary quoted from the site assessment for site PR51. This was only reported in April of this year so why are Cherwell going back on their original statement regarding the nature of our villages? Para B.256 of Cherwell's adopted Local Plan Part 1 quoted. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0758 | 10/10/2017 | Susan | Cooper | | Yes | Yes | No | |
| 1903 | Comments | | | | | | | |
| In paragraph 5.35, replace "Oxford's unmet housing needs" by "the unmet need for housing for people working in Oxford". Only then is use of the Green Belt justified. Do not want to sacrifice the Green Belt just to provide a dormitory for London. The new train station makes the latter particularly a concern in the North Oxford / Kidlington area. However if this problem can be solved, then agrees that use of the Green Belt near the city of Oxford is justified by the need for housing for Oxford workers. It makes much more sense to provide housing close to their place of work than further out, which would require longer travel distances and reduce the fraction of people willing to cycle to work. The Oxford-Kidlington gap gets reduced, but Green Belts and separate villages elsewhere can be preserved. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0759 | 10/10/2017 | Barry | Homans | | | | | N |
| 1911 | Comments | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents. Protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore not consistent with National Policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0765 | 10/10/2017 | Eleanor | Williamson | | | | | |
| 1935 | Comments | | | | | | | |
| Oxford Green Belt is sacrosanct and strongly oppose building in it. The Green Belt around Kidlington is vital to sustaining coherence and character of the conservation area around St Mary's Church (to north/east). It is essential in protecting Kidlington's separateness from Oxford (to south) and from other villages (to west). If the Green Belt were to be developed, Kidlington would no longer be a village: it would be a contiguous city suburb. The Green Belt is a permanent designation. Government guidance states that unmet housing need is not a reason for building in the Green Belt. The Government's promise must be upheld. Cherwell's official policy is to protect the Green Belt. Cherwell's commitment to us must be upheld. To fail to do so undermines Cherwell District Council's integrity. There are realistic alternatives to housing development in Oxford's Green Belt. Brown-field sites exist that should be made available. Redeveloping previously-developed land should be the first propriety. Where green-field sites are necessary, these should be non-greenbelt. Oxford City is creating false pressure on the Green Belt by reserving its own sites for commercial development. These should be repurposed for residential development. For example, the Northern Gateway should be used to provide housing within Oxford's own boundary. To offload residential development onto the Green Belt and villages, claiming Oxford "doesn't have possible sites", is disingenuous. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0774 | 10/10/2017 | Ailsa | Reid | | | | | N |
| 1956 | Comments | | | | | | | |
| Object to the scale of the proposed housing developments in the Kidlington and Yarnton area. Aware that more housing is needed, spent several years hoping to find 'affordable' housing within Oxford, before deciding that this was not possible and had to buy elsewhere, with a lot of assistance from family. Does not think it is sensible that Oxford be allowed to dictate terms to the surrounding area, rather that it should be made to put its own house in order. Extremely alarmed by the plans to sacrifice Green Belt land for housing, in defiance of Government and Cherwell District Council's own policies. Not only will this permanently sacrifice open spaces to housing, it will set a precedent for further development. Particularly concerned by the possibility of development of land behind The Moors, Kidlington – this is a valuable open space much used by local people, and acts as a vital habitat reservoir for wildlife. It is particularly appreciated by the local deer herd – I have seen up to 14 visible at one time in a single space – but much smaller wildlife depends on this rarely cultivated land for winter food and shelter. A quick fix for Oxford's woes now will result in the loss of this amenity and habitat for ever. Much of the proposed development area is also low-lying and prone to flooding – new houses are already being built near Yarnton on floodplain land – with the rise in rainfall and extreme weather events this can only lead to more and worse flooding events. Building on this low-lying land will remove space which flood water could spread onto to prevent it from causing flooding further downstream in Oxford and other communities. Does not believe that there will be a meaningful amount of 'affordable' housing in the proposed developments. The Oxford area is bleeding talent at one end because young people cannot afford to live here, and increasing traffic at the other as those who can at least afford to live nearby commute in (aware of people commuting to Kidlington from Swindon, Didcot, and Aylesbury, despite relatively low wages by the area standards), and if situations such as that at Templar Square with just 20% of "affordable" units are allowed, this will not only continue but get much worse. Utterly astonished by the lack of plans to improve the road network. Traffic already regularly backs up well through Kidlington in the morning, and it only takes a single incident to cause major traffic problems through the area. Without major investment in infrastructure, the extra vehicles from the proposed developments will cause traffic chaos of the sort we have seen recently with the works at the Wolvercote and Cutteslowe roundabouts on a daily basis, clogging the Northern routes into the city, and causing gridlock on the roads feeding them. I know from long experience the effect this has on the A34 which is supposed to be a major transport artery bringing goods North and South across the country, but it seems is likely to become one huge traffic jam if these developments are allowed to go ahead. The growth in traffic they will cause is utterly unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0775 525 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | | Y |
| Comments | | | | | | | | | |
| Support with amendments. The consortium supports the removal of 11.8 hectares of land south of the A34 and west of the railway line from the GB. The site shown as PR3© is enclosed by the A34 to the west and the railway line to the east. To the south, a collection of buildings associated with Peartree Hill Farm are also contained by these strong linear features and thereby isolated from the wider countryside. The main field is of pasture and is divided by PROW 299/10/20, which runs on an east-west alignment between a level crossing on the railway line and the A34 embankment. The character of this area is heavily influenced by views of the A34 and Peartree interchange and contained by embankment and vegetation. The supporting text to the policy states that following the development of land to the north of Oxford and to the west of Oxford Road, the A34 will form the logical, permanent Green Belt boundary at this location. PR3c, it states, is not considered to be suitable for residential development but connectivity will be expected through the site to Oxford's Northern Gateway site to the south. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| The consortium considers that, whilst the site may not be suitable for residential development, the Council should go further and that this site should be specifically allocated in the Partial Review as employment land, capable of access from the A44 to the south. Further detailed representations relating to this particular Policy and land parcel will be submitted by Merton College. | | | | | On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination. | | | | |
| PR-C-0775 1958 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | | Y |
| Comments | | | | | | | | | |
| In addition to its interests in sites PR6a and PPR6b, the University of Oxford and Merton College also have landownership interests in the following sites: • PR3c: land north of Oxford Service Area. • PR8: land East of the A44 at Begbroke/Yarnton. • PR9: land West of the A44 at Yarnton. | | | | | | | | | |
| Given their shared interest across these sites, there has been careful co-ordination between the landowners and their advisory teams in the preparation of these representations and specifically comments in relation to these sites. In addition, the teams advising the landowners have met in order to start to formulate a co-ordinated approach to the sites in relation to common themes (e.g. transport) and in terms of planning phase and subsequent implementation. These parties will continue to work together on areas where their interests are aligned with the aim of achieving a comprehensive and co-ordinated approach to the delivery of these sites and the strategy for the A44 corridor overall. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| | | | | | On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination. | | | | |
| PR-C-0775 524 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | | Y |
| Comments | | | | | | | | | |
| Support. As stated previously, and noting the case for exceptional circumstances, the consortium supports the principle of a revision to the boundary of the Oxford GB to facilitate the development of new, mixed-use communities to the north of Oxford and in the vicinity of Kidlington / Yarnton / Begbroke on the basis that these locations are closest to Oxford and therefore the best places at which to meet the housing needs of the city. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| | | | | | On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination. | | | | |
| PR-C-0791 2034 | 10/10/2017 | Keiron | Ward | | | | | N | Y |
| Comments | | | | | | | | | |
| Object strongly to the proposal to remove land from the Oxford Green Belt. The Green Belt around Kidlington is mainly pleasant and unspoilt countryside with many well-used footpaths and 'green spaces'. It is much appreciated and enjoyed by large numbers of local residents. Kidlington does not have many green spaces within it, and no park, and the surrounding Green Belt helps to compensate for this. The Masterplan SPD notes that Kidlington's distinctive character is as a 'village set in the landscape' and specifically seeks to enhance that. The Plan does not sufficiently consider the Kidlington Masterplan. The pressure for release of Green Belt land for housing results from the City Council's apparent and damaging strategy of attempting to direct employment growth towards and within Oxford. There are alternatives such as a continuing strategy of dispersal as outlined above. The city council could also do much more to meet housing needs within its own boundaries such as making better use of previously developed land in Oxford and using some protected employment sites in the city for housing instead. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Green Belt land should not be released. The real housing need for Oxford should be assessed and validated. The Councils should cooperate to protect the Green Belt and to protect Oxford from over-development. The current draft plan should be withdrawn. | | | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |
| PR-C-0794 2050 | 10/10/2017 | David | Watts | | | | | | |
| Comments | | | | | | | | | |
| Object to the building on the Green Belt land around Kidlington. Feel more open discussions and solutions need to be thought out before committing to a one way building project. Wants a more open response between residence and planning to ensure all aspects have been thought out. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| | | | | | | | | | |
| PR-C-0795 2051 | 10/10/2017 | M J | Hastings | | | | | | |
| Comments | | | | | | | | | |
| Don't build on the green belt. It's there for a reason. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| | | | | | | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
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| PR-C-0796 2052 | 10/10/2017 | Kevin & Laura | Atkin | | | | | |
| <p>Comments</p> <p>Feel that it is totally unacceptable to use these sites for affordable housing or anything similar. It will certainly cause extensive issues in so many ways. • Urban sprawl, more crime etc. • Use brownfield sites first, Green Belt land should only be developed in exceptional cases and that economic growth is not in itself an 'exceptional case'. • The land that we overlook floods very badly and drains onto our garden, this will only be made worse as there will be nowhere for the rainwater to drain into the ground. • Greenbelt allows for excess rainwater to drain away, climate change is real and happening and building more houses will only make the situation worse, this will cause environmental impact that can't be reversed. There is a bat colony on the land and various wildlife like deer, beautiful rare birds, owls etc. where will they go if the land is used for development? • Wildlife populations depend on their environment or habitat to receive the basic needs for survival. An ecosystem or habitat provides populations of wildlife with food, water, shelter and space. If all four of these basic needs are not available in a suitable arrangement, populations of wildlife can not exist. Many examples were given to explain how the whole ecosystem will be affected. • More traffic on already congested roads, we already have far too much traffic on the roads, this will end up causing 'grid lock' the roads aren't properly maintained as it is, will the council outlay more money to cope with this or just charge us for it by increasing our council tax etc. • How do you know how much land is needed, this is unproven therefore use the Oxford and surrounding areas brownfield sites. Prove to us that you are unable to use the brownfield sites. Please think about what you are planning to do, this proposal can and will affect everything, you may not think that it will affect you but it will have a huge impact on so many things and once built on, there is no going back.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0799 5473 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of Sheehan Group of Companies | N | Y | N | Y |
| <p>Comments</p> <p>This submission relates to land at and adjacent to Knightsbridge Farm, Yarnton, and which is located on the south-east edge of Yarnton and immediately to the south-east of the Begbroke Policy PR8 - Land East of the A44 Proposed Urban Neighbourhood. The land is owned by the Sheehan Group of Companies and Cappagh and is previously developed land comprising a redundant sewerage treatment works, a haulage depot and storage land and a concrete batching plant. The land extends in all to some 13 hectares and is outlined in red on the attached plan. This submission should be read alongside and is put forward as an alternative to a separate submission made by Planning Consultant, Suzi Coyne, who has argued that, consistent with the existing use of the Sheehan land, the site as a whole should be allocated for employment land for B2 and B8 uses. Development at and adjacent to Knightsbridge Farm would be a logical addition to the Begbroke Urban Neighbourhood or the existing built up area of Yarnton and would assist further in meeting Oxford's unmet housing need. It is also less sensitive in GB terms than, for example, proposed allocations PR6a and PR6b both of which (a) cause a material diminution in the gap between Oxford and Kidlington (contrary to the GB purpose of preventing neighbouring towns from merging in to one another) and (b) seriously undermine the requirement to preserve the setting and special character of Oxford, central to which is its green backdrop. Key attributes for the land at and adjacent to Knightsbridge Farm listed.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Remove the land at and adjacent to Knightsbridge Farm from the GB. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land at and adjacent to Knightsbridge Farm in the allocated site for residential development or a mix of residential and other uses. | | | | As drafted, and in so far as it relates to the land at and adjacent to Knightsbridge Farm, the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination. | | | | |
| PR-C-0799 2061 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of Sheehan Group of Companies | N | Y | N | Y |
| <p>Comments</p> <p>It is considered that the Local Plan Partial Review has not been positively prepared as there is clearly additional capacity for the development of new homes at/adjacent to Yarnton. It is not considered that the draft Local Plan Partial Review is justified as the Council has failed to fully consider all reasonable alternatives/additional options such as land at and adjacent to Knightsbridge Farm, which is in a sustainable location and which does not need to be kept permanently open.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Remove the land at and adjacent to Knightsbridge Farm from the GB. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land at and adjacent to Knightsbridge Farm in the allocated site for residential development or a mix of residential and other uses. | | | | As drafted, and in so far as it relates to the land at and adjacent to Knightsbridge Farm, the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination. | | | | |
| PR-C-0808 2073 | 10/10/2017 | Anne | Denby | Canal & River Trust | | | | |
| <p>Comments</p> <p>This policy proposes to remove land adjacent to the canal corridor from the designated Green Belt, PR7b & PR8. In these locations, the canal currently enjoys picturesque rural outward views and development in these locations has the potential to significantly alter the character of this stretch of canal. It will be important that development of these sites retain a sense of the countryside along the canal and this appears to be considered with the areas for built development being set back with green space retained to the canal boundary. Opportunities for unlocking the potential of the canal should also be supported through the development of these sites. The provision of services for canal users, pedestrians/cyclists and boaters, could be explored within comprehensive Development Briefs. Open green landscapes adjacent to the canal could aid in retaining a sense of the rural feel within the surrounding landscape. Landscape proposals would need to demonstrate that they work to buffer the harder visual impacts of the development such as hardstanding, parking bays and structures from the canals outward views.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The provision of services for canal users, pedestrians/cyclists and boaters, could be explored within comprehensive Development Briefs. | | | | | | | | |
| PR-C-0809 2197 | 02/10/2017 | Philip | Kemp | | | | | |
| <p>Comments</p> <p>Objection to proposed new housing on Kidlington Green Belt. Kidlington would just become part of Oxford losing its identity. Not enough thought has gone into the infrastructure required (health facilities, schools and shops). Roads will not cope with extra traffic, already bad enough. The need for more housing needs careful and sensitive planning. Oxford is off loading its responsibility onto Cherwell which is totally unacceptable.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0813 2209 | 08/10/2017 | Jennifer | Betts | | | | | |
| <p>Comments</p> <p>Objection to the removal of PR3c and PR3d from Green Belt designation - concern that if PR3c is removed then it could be developed under PR12b at a later date. Concern that if PR3d is removed it could open the door to other development on the parkway site.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | |
| 2205 | Comments | | | | | | |
| Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| Deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | N |
| 2203 | Comments | | | | | | |
| The Oxford Green Belt was set up with the intention of permanently securing the separation of established settlements and to preserve areas of landscape value and prevent urban sprawl. It was not intended that they should be built on at all. The NPPF states that 'once established, Green Belt boundaries should only be altered in exceptional circumstances' Green Belt land should be seen as the last resort for development but it seems that CDC has proposed all but the land at Woodstock within the Green Belt. I am opposed to the scale of development in the GB for the following reasons: • The total quantum of Oxfords unmet need has not been proven and is premature. • The proposals constitute the joining up of Oxford Kidlington, Begbroke and Yarnton fully destroying any prevention of coalescence which was one of the key aims of the Green Belt. • CDC has accepted the 4400 figure without challenge and have assumed that it can be wholly fitted into the south part of the district with no other consideration. • CDC has not examined with Oxford City as part of the cross border working the utilisation of employment land such as the Northern Gateway employment land which is creating the pressure for more housing. • Oxford City are also proposing to build on Green Belt land within the city boundary. I object to this policy for the reasons stated. The arguments put forward by CDC for building in the Green Belt in paragraph 5.17 are weak. Of the 12 reasons only reason 1 and 2 could be justified as reasons for building in the Green Belt and even then they are premature until Oxford City Local Plan is completed and the outcome of the governments new paper is clearer. Do not consider that CDC have demonstrated that there is an exceptional circumstance to allow building in the Green Belt on the scale proposed. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | | | | |
| 2222 | Comments | | | | | | |
| Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | | | | |
| 2226 | Comments | | | | | | |
| Objection to the removal of PR3c and PR3d from GB designation - concern that if PR3c is removed then it could be developed under PR12b at a later date. Concern that if PR3d is removed it could open the door to other development on the parkway site. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | | | | N |
| 2219 | Comments | | | | | | |
| The Oxford Green Belt was set up with the intention of permanently securing the separation of established settlements and to preserve areas of landscape value and prevent urban sprawl. It was not intended that they should be built on at all. The NPPF states that 'once established, Green Belt boundaries should only be altered in exceptional circumstances' Green Belt land should be seen as the last resort for development but it seems that CDC has proposed all but the land at Woodstock within the Green Belt. Opposed to the scale of development in the Green Belt for the following reasons: • The total quantum of Oxfords unmet need has not been proven and is premature. • The proposals constitute the joining up of Oxford Kidlington, Begbroke and Yarnton fully destroying any prevention of coalescence which was one of the key aims of the Green Belt. • CDC has accepted the 4400 figure without challenge and have assumed that it can be wholly fitted into the south part of the district with no other consideration. • CDC has not examined with Oxford City as part of the cross border working the utilisation of employment land such as the Northern Gateway employment land which is creating the pressure for more housing. • Oxford City are also proposing to build on Green Belt land within the city boundary. Objection as Cherwell District Council have not demonstrated that there is exceptional circumstance to allow building in the Green Belt on the scale proposed. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0818 | 10/10/2017 | Pamela | Roberts | Bicester Green Gym | | | N |
| 2238 | Comments | | | | | | |
| The Oxford GB is a major part of Oxfordshire's Green Infrastructure. It is of immense value to city dwellers precisely because it is so near to the city boundary. The chosen sites are precisely where it is narrowest i.e. in the gap between Kidlington and North Oxford. Government policy dictates that the GB should prevent coalescence of settlements. The State of Nature in Oxfordshire 2017 report produced by Wild Oxfordshire quoted. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| The review of the Adopted Cherwell Local Plan is premature and should be suspended until Oxford City has completed its Local Plan and produced a robust figure for the number of houses that it is unable to build. The Inspector for the Local Plan Part 1 specified that a review of the Green Belt should happen but only after the unmet need is fully and accurately defined. If, after Oxford City has a Local Plan in place, Cherwell is called to co-operate with Oxford City by taking extra houses, then there are means for these to be accommodated without building on the Green Belt. Housing density could be increased on several sites in Cherwell as well as in Oxford City. Urban sites can take up to 70 houses per hectare. Higher density houses are necessarily smaller but 63% of Oxfordshire's need is for smaller units. | | | | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0821 | 09/10/2017 | Caroline | Johnson | | Y | Y | N | N |
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2245

Comments

It is not right to follow the action proposed and remove such a large proportion of the Green Belt from such a small area. The policy does not take account of the detrimental effect that this will have and so is not consistent with National Policy. The National Planning Policy Framework aims for the Green Belt include: the prevention of urban sprawl; this plan would result in the coalescence of Oxford and Kidlington, preservation of the setting and special character of historic towns; this policy will be detrimental to the setting of Oxford, safe guarding the countryside from encroachment; this policy results in encroachment on the countryside and leaves open the opportunity for further encroachment, prevention of urban sprawl; this policy leads to urban sprawl, assists in urban regeneration; this policy does not. It is manifestly wrong to allow the Kidlington Gap to be built on and thus to allow the separate entities of Oxford and Kidlington to coalesce. The countryside that will be lost is of high value, with a great amenity value for the local populations. Of particular concern to me are the proposals PR6a and PR6. These effectively remove the Kidlington Gap. The cost to the local environment is incalculable yet Cherwell DC has other non-Green Belt sites available that are not part of the proposals. It is essential that it is noted that the proposed development area PR6a has no defined eastern boundary and so the potential for bids to take further land out of the Green Belt is obvious. Cherwell DC has failed in its duty to define a clear boundary using physical boundaries which are readily recognisable and likely to be permanent. The absence of the boundary leaves potential for unrestricted urban sprawl. The proposal PR6b is laughable. The proposal is to remove a golf course to make way for very low density housing and then to relocate the golf course a few hundred yards away on a site unsuitable for a golf course but which could be suitable for housing.

Changes Sought

The process should be restarted once the Oxford Local Plan has been completed and thus when any unmet housing need of Oxford is known. When Cherwell does this it should correct the errors made in this process and take account of the importance of the Green Belt and provide solutions which do not impact the Green Belt.

Reasons for Participation

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| PR-C-0822 | 09/10/2017 | Iain | Johnson | | Y | Y | N | N |
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2246

Comments

The amount of green belt land to be removed in such a small area is disproportionate. The removal of this green belt land goes against the UK government National Planning Policy Framework which is absolutely clear why Green belt exists. This plan will mean the merging of Kidlington and Oxford. It will create urban sprawl. It will not safeguard the countryside from encroachment. It will DEFINITELY NOT preserve the setting and special character of historic Oxford or the existing buildings of Water Eaton Manor. It will NOT assist in urban regeneration as the developers and landowners with vested interest can ignore existing land in the city or earmark it for "employment". Building on the green belt is meant to be a last resort. The current situation has other options and this last resort is not needed. The land that would be lost would mean losing high quality countryside we will never get back. The recreation value will be lost. we would lose nature and gain tarmac. Plans for PR6a and PR6b will completely eradicate the Kidlington gap. If Cherwell MUST build on green belt (which is debateable) then there are other places in the district with much less impact. Also, PR6a has no defined boundary to the east. This could lead to "creep" where more and more green belt is removed once anyone starts building on this area. Not having a recognisable permanent boundary represents a failing by Cherwell. PR6b means digging up a golf course and building a few houses on it (i.e. low density housing) with a half baked plan to move the golf course to a nearby site, totally unsuitable as a golf course (but quite usable for housing).

Changes Sought

The local plan should be scrapped and the investigation and research started again. The local plan should recognise the importance of the Green Belt. The Green belt isn't an inconvenient anachronism to be discarded. It is essential to the wellbeing of the citizens of Oxford and surrounding towns and villages. It is evident that the UK government values its green belt more than this local plan does ... The Government national planning policy framework states that the Green belt exists to prevent urban sprawl, prevent neighbouring towns merging, safeguard countryside from encroachment, preserve setting and character of historic towns (such as Oxford!), assist in urban regeneration (by forcing entities such as the Oxford city Council, the University and its colleges to consider land in the city for housing not more unnecessary jobs).

Reasons for Participation

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| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | Y |
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5049

Comments

The plan proposes to remove the Water Eaton Park & Ride (P&R) site from the Green Belt (site PR3d). This is a positive step and is strongly supported by OCC.

Changes Sought

Reasons for Participation

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| PR-C-0834 | 10/10/2017 | Linda | Ward | | | | N | Y |
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5172

Comments

Object strongly to the proposal to remove land from the Oxford Green Belt. The Green Belt around Kidlington is mainly pleasant and unspoilt countryside with many well-used footpaths and 'green spaces'. It is much appreciated and enjoyed by large numbers of local residents. Kidlington does not have many green spaces within it, and no park, and the surrounding Green Belt helps to compensate for this. The Masterplan SPD notes that Kidlington's distinctive character is as a 'village set in the landscape' and specifically seeks to enhance that. The Plan does not sufficiently consider the Kidlington Masterplan. The pressure for release of Green Belt land for housing results from the City Council's apparent and damaging strategy of attempting to direct employment growth towards and within Oxford. There are alternatives such as a continuing strategy of dispersal as outlined above. The city council could also do much more to meet housing needs within its own boundaries such as making better use of previously developed land in Oxford and using some protected employment sites in the city for housing instead.

Changes Sought

Green Belt land should not be released. The real housing need for Oxford should be assessed and validated. The Councils should cooperate to protect the Green Belt and to protect Oxford from over-development. The current draft plan should be withdrawn.

Reasons for Participation

Wish to be represented by Kidlington Development Watch at the oral examination in public.

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| PR-C-0836 | 09/10/2017 | Chris | Pack | | | | | N |
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2266

Comments

Objection to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance in the National Planning Policy Framework says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. Quotes (Para 79) Green Belt purposes and the National Planning Practice Guidance concerning exceptional circumstances. Exceptional or very special circumstances have not been demonstrated in the CLPPR. Unmet housing need figures have now been cast into doubt and all the sites identified for development score high or moderate/high in in the 2017 Cherwell Green Belt study in terms of their value in preventing settlements merging and urban sprawl. Building so many houses in a relatively small area of green belt between Oxford and Kidlington is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. Kidlington will become part of a vast urban sprawl encompassing North Oxford. Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed forever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. Object to Policy PR3 on the grounds that the plan is not consistent with National Policy when assessed against the purposes of the Green Belt as set out in the National Planning Policy Framework (NPPF) and is therefore Unsound and Not Positively Prepared.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0841 | 10/10/2017 | Catherine | Newman | | | N | N | |
| 2276 | <p>Comments</p> <p>The Green Belt boundaries within Cherwell DC will be maintained in order to meet the 5 purposes of the Green Belt. Therefore these plans to build 4,400 houses (with such high density) should never have been considered. Cherwell District Council has acted far too fast in agreeing to these developments and not acted in the interest of Yarnton, Begbroke and Kidlington. Both Yarnton and Kidlington have already built houses which home some of Oxford City overspill. Yarnton and Begbroke should not be merged together with each other or with Kidlington, each village should keep its own separate historic identity. Once the Green Belt has been built on it can never be recovered.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | Y | Y |
| 5008 | <p>Comments</p> <p>Subject to the Tripartite's comments on Policy PR3b, the Tripartite supports the objectives and general wording of Policy PR3, which confirms the removal of land from within the Green Belt and sets new outer boundaries. However, the Tripartite considers that it is not clear to the general public as to why, for example, € 14.7 hectares of land to the north, east and west of Begbroke Science Park (as shown on inset Policies Map PR8) is separate to the removal of 111.8 hectares of land referred to earlier in the Policy under Policy PR8, when it is within the same proposed allocation. In addition, in the case of Begbroke Science Park, the adopted Cherwell Local Plan Part 1 has already stated (Para. B.529) that a specific need has been identified [for additional employment land] at the Science Park. Therefore, exceptional circumstances have already been considered to exist to justify a small scale local review of the Green Belt to meet employment needs (see 'Policy Kidlington 1: Accommodating High Value Employment Needs') here, which is not referred to in the Policy. It is requested that this is addressed in revised wording for this section of the Policy.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Suggested change to PR3(e) - 14.7 hectares of land to north, east and west of Begbroke Science Park (as shown on inset Policies Map PR8) as the adopted Local Plan Part 1 has already acknowledged that exceptional circumstances exist to justify a small scale review of the Green Belt to meet employment needs at the Science Park. | | | The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan. | | | | |
| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y |
| 5009 | <p>Comments</p> <p>These comments are specifically in respect of Policy PR3(b) as separate representations have been made by the Tripartite on Policy PR3. The Tripartite notes that under Policy PR3(b) it is proposed to remove a small area of land from the Green Belt that lies adjacent to the proposed allocation (Policy PR8) and bounded to the east by the railway line. The railway line is to become 'the consistent and strong Green Belt boundary at the eastern edge to the proposed allocation' (Policy PR8). The land the subject of Policy PR3(b) is owned by the University of Oxford (part of the Tripartite) and is coterminous with and closely-related to the remainder of the proposed allocation at Policy PR8. Whilst the Plan states that there is no need for PR3(d) sic – meant to be PR3 (b) – to be allocated, reserved or safeguarded for development, equally the Tripartite considers that there is no clear or valid reason why this land should not be incorporated within the red line boundary of the proposed allocation at Policy PR8. The Tripartite has requested (elsewhere in its representations on Policy PR8) that land be excluded from the proposed allocation because of different land ownerships, willingness to develop/collaborate and nature of the land-use contribution towards the aspirations of Policy PR8. However, none of these apply to land at Policy PR3(b), which could usefully be included in the proposed allocation to contribute towards the development, the delivery of homes and place-making principles of the new urban neighbourhood at Begbroke. It would also contribute towards offsetting the removal of land from the proposed PR8 allocation for deliverability and other reasons (e.g. land contamination). The land is available, suitable, deliverable and achievable so is developable in the context of Paragraph 47 of the NPPF in conjunction with the remainder of Policy PR8 and it would be reasonable, rational and logical to include it as 'residential land' within Policy PR8 and on the Policy PR8 Policies Map. As already established in the Plan it would make no contribution to the purposes of including land within the Green Belt as set out in the NPPF.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Amend Policy PR3(b) to remove the reference to 0.7 hectares of land adjoining and to the west of the railway (to the east of the strategic development site allocated under policy PR8 as shown on inset Policies Map PR8); and include the 0.7 hectares of land referred to above as 'residential land' within Policy PR8 and on the Policies Map. This is on the basis that it would make no contribution to the purposes of including land within the Green Belt as set out in the NPPF and would offset (in part) land recommended by the Tripartite to be removed from the Policy PR8 allocation because of deliverability and other issues (e.g. land contamination). | | | The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan. | | | | |
| PR-C-0845 | 10/10/2017 | Christine | Cook | | | | N | Y |
| 5692 | <p>Comments</p> <p>The purpose of the Green Belt is that it is protected so why are you being allowed to propose housing on it? The proposed development is part of the countryside that currently surrounds our villages with good agricultural land which is also used by residents for recreation. Are there no other sites within Cherwell and neighbouring Districts that can accommodate these new houses so that we don't have our Green Belt removed forever? Understand that there are exceptional circumstances which you need in order to remove Green Belt - have you ticked all the boxes for that? Why are brownfield sites not being used?</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | Would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector. | | | | |
| PR-C-0846 | 10/10/2017 | Alison | Noel | | | | N | |
| 2285 | <p>Comments</p> <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believes these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
| 5290 | <p>Comments</p> <p>Referenced the 5 purposes of the Green Belt and NPPF paragraphs 82-84. Quotes provided on the Elmbridge Local Plan and Poole Local Plan. Quotes provided on NPPG's guidance on the Housing and Economic Land Availability Assessment (HELAA). Reference to Policy ESD14 of the adopted Local Plan Part 1. it is reasonable to conclude that whilst local districts may have accepted an apportionment of Oxford's unmet housing need the actual number is not absolute and the Local Plan process may determine that Cherwell, for example, is unable to accommodate the apportioned figure due to existing national policies, such as Green Belt. Conversely, Oxford City, through the development of its own Local Plan and consideration of urban density, re-allocation of land previously earmarked for employment use, etc. may determine that the total unmet housing need is lower than that recommended by the SHMA and post-SHMA work. The latter point will especially apply should Oxford City seek to justify exceptional circumstances to remove Green Belt land that falls within its own jurisdiction. Reference to Oxford's Preferred Options document.</p> <p>Changes Sought</p> <p>For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>"Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place"</p> | | | | | | | |
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
| 5697 | <p>Comments</p> <p>Detailed comments provided on the 12 exceptional circumstances proposed. Disagree with the exceptional circumstances. Reference to the SA.</p> <p>Changes Sought</p> <p>For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which are additionally supported, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent at the Examination should it take place.</p> | | | | | | | |
| PR-C-0848 | 08/10/2017 | Plamen | Petroff | | | | N | N |
| 2288 | <p>Comments</p> <p>Object to policies PR3, PR6a and PR6b as well. The key facts:- The proposal is not consistent with the National Policy because the policies do not take into account the detrimental effect that removing these large areas of Green Belt will have.- There are no 'exceptional circumstances', which could allow a City Council to ruin the environment and the future of our children. The Government's NPPF (Para 80) is very clear what the aims of the Green Belt are. The Green Belt must be 'enhanced', not reduced. There are no supporting facts that all relevant alternatives had been assessed.</p> <p>Changes Sought</p> <p>Revise the Plan</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0851 | 10/10/2017 | Margaret | Homans | | | | | N |
| 2297 | <p>Comments</p> <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The Plan is therefore not consistent with National policy.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0852 | 10/10/2017 | D | Homans | | | | | N |
| 2302 | <p>Comments</p> <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The Plan is therefore not consistent with National policy.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0856 | 10/10/2017 | Anne | Clifton | | | | | N |
| 2314 | <p>Comments</p> <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The Plan is therefore not consistent with National policy.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0857 | 10/10/2017 | Elaine | Oke | | | | | N |
| 2319 | <p>Comments</p> <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0858 | 10/10/2017 | Katherine | Andrews | | | | | N |
| 2324 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0859 | 10/10/2017 | S | Wentzel | | | | | N |
| 2329 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0860 | 10/10/2017 | Daphne | Hampson | | | | | N |
| 2334 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0861 | 10/10/2017 | | Walker | | | | | N |
| 2339 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0874 | 03/10/2017 | Mr Stuart & Mrs Phyllis | Holcroft | | Y | Y | | N |
| 2367 | Comments | | | | | | | |
| Exceptional circumstances for releasing land from the Green Belt cannot be demonstrated. Construction of 4000 homes can hardly be regarded as "limited infilling in villages" of which 2000 affordable houses are hardly "limited" and furthermore are not for local (Kidlington, Yarnton or Begbroke) community needs. From any perspective, the proposed development is inappropriate, and must not be permitted. The strength of CDC's argument for development within Green Belt is based upon the wish to support Oxford's unmet housing need. Economic circumstances, Government plans for a standardised formula for calculating housing need and the Cullen Report suggest that there should be little or no unmet housing need in Oxford. Object to development within the Green Belt on the basis that :-• The proposals run counter to the National Policy Planning Framework• Oxford's unmet housing need has been grossly over-estimated to the extent that there will probably be no unmet need. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0875 | 04/10/2017 | Mrs Frances | Bishop | | N | | | N |
| 2370 | Comments | | | | | | | |
| Greenbelt - The reasons for Green Belt seem even more valid for today. The review has not shown that the circumstances are exceptional. Oxford is a unique and important historic City and its identity is closely linked to its size and its settings in the gentle and surrounding landscape. The Greenbelt allows people to feel that the countryside is meandering into the city, connecting city and country and keeping the surrounding villages intact. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0878 | 05/10/2017 | Tim | Davison | | | | | N |
| 2377 | Comments | | | | | | | |
| Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
| 5208 | <p>Comments</p> <p>Objects to CDC's proposals not complying with paragraphs 79 & 80 of the National Policy Framework (NPF), or with current CDC Cherwell Local Plan policy ESD14. This is because the additional housing proposals do not prevent unrestricted sprawl of large built up areas, or prevent neighbouring existing urban areas from merging into one another. In fact the proposals create continuing urban sprawl & the further degrading of the green setting & special character framework around the historic city of Oxford. The proposals also do not comply with paragraph 34 of the NPF because it is considered that the Oxfordshire Growth Board unmet housing need for Oxford assessment is unlikely to outweigh the harm to the Green Belt to constitute that "very special circumstances" to permit it. The objection is based on the fact that if there is a justification for "very special circumstances" to build dwellings in the Green Belt to meet Oxford's unmet housing need, THEN there must also be an equally justifiable "very special circumstances" for ensuring the area of Green Belt land take being taken is as minimal as possible, which is NOT being achieved in the Cherwell Local Plan Partial Review (Part 1) proposals. (Refers to amended Policies map attached to representation).</p> <p>Changes Sought</p> <p>Replace PR3 with; "The allocated strategic development sites will be based on minimising the areas of identified land to be removed from the Green Belt. This is shown as being a flexible range on the attached amended referenced Policies Maps and Green Belt Plan for accommodating the number of additional homes to be allocated in Cherwell for meeting Oxford's unmet housing need. It shall include Kidlington and surrounding area as follows: PR6a- removal of between 9.6 to 12.0 hectares of land as shown on inset Policies Map PR6a. PR6b - no land to be removed from land as shown on Policies Map PR6b. PR7a- removal of between 16.2 to 23.5 hectares o f land as shown on inset Policies Map PR7a. Policy PR7b - removal of between 4.4 to 6.7 hectares of land as shown on Policies Map PR7b. PR8 - removal of between 39.0 to 65.0 hectares of land as shown on Policies Map PR8. PR9 - removal of 17. 7 hectares of land as shown on inset Policies Map PR9. Consideration should be given for reducing housing numbers for all the above proposed development areas, particularly for protecting the Green Belt gap by considering developing the Brown field site at Shipton quarry cement works. The reserving of safeguarded land for proposing future further unknown development proposals is unacceptable.</p> <p>Reasons for Participation</p> <p>Based on the representation, would like to reserve the right to respond if necessary.</p> | | | | | | | |
| PR-C-0885 | 06/10/2017 | Don | Manley | | | | | N |
| 2386 | <p>Comments</p> <p>If the Green Belt (GB) is destroyed there will be a serious decline in living quality for those living near it. The destruction of a golf course for the benefit of Oxford University's coffers is a scandal. In the area there is a limited sport facility not associated with the University. Moving the golf course is just a bad joke!</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0890 | 10/10/2017 | Mrs S A | Burnby | | | | | |
| 2396 | <p>Comments</p> <p>Green belt area should stay. It's been a village for many years and will loose it's identity.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0892 | 10/10/2017 | Brian | Dempster | | | | | N |
| 2399 | <p>Comments</p> <p>The removal of green belt land. This goes against government policy and risks ruining the landscape and character of our area for ever. Green belt is a statutory provision to safeguard the green lungs of an urban area - lungs that will be further damaged by the increased traffic brought about by 4,400 new houses.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0895 | 10/10/2017 | Mrs Joyce | Morris | | | | | |
| 2410 | <p>Comments</p> <p>Object to Policy PR3 to Remove Land from the Oxford Green Belt. Green Belt areas were established to check unrestricted sprawl, prevent the merging of neighbouring towns and to preserve the setting and nature of historic towns and cities. If this plan goes ahead and areas of Green Belt are sacrificed, the whole of the area north of Oxford will become one large urban sprawl. The historic nature of Oxford as a city will be destroyed. Kidlington, Begbroke and Yarnton will become suburbs, losing their Identity and the sense of community that has developed in these villages.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0896 | 10/10/2017 | N | Simpson | | | | | |
| 2411 | <p>Comments</p> <p>Object to the proposed plans for further development of housing in the Begbroke, Yarnton and Kidlington area. Thirty years ago Kidlington was declared a town but the local population expressed their views very forcefully and we reverted back in being a village. Kidlington has done it's fair share in providing extra houses for the area. What green spaces remains should be preserved for the use of residents to enjoy. We are a rural area, not an urban area. Our green belt should be preserved at all costs - once build on, it is gone forever.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0898 | 10/10/2017 | David | Burt | | | | | N |
| 2417 | <p>Comments</p> <p>Object to Policy PR3 to remove land from the Green Belt. Government guidance says the Green Belt is a permanent designation and that unmet housing need is not a reason for building in it. It is the reason that people can enjoy the open pleasant countryside with the many popular country walks around the area. It also prevents the coalescence of the local villages and urban sprawl.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-0899 | 10/10/2017 | Prof John | Morris | | | | | | N |
| 2420 | Comments | | | | | | | | |
| Particularly object to Policy PR3 to remove Land from the Oxford Green Belt. Green Belt areas were established to check unrestricted sprawl, prevent the merging of neighbouring towns and to preserve the setting and nature of historic towns and cities. If this plan goes ahead and areas of Green Belt are sacrificed, the whole of the area north of Oxford will become one large urban sprawl. The historic nature of Oxford as a city will be destroyed. Kidlington, Begbroke and Yarnton will become suburbs, losing their Identity and the sense of community that has developed in these villages. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0900 | 10/10/2017 | Kieran | Brooks | | | | | | N |
| 2423 | Comments | | | | | | | | |
| Strongly objects to Policy PR3. Removing GB land. GB was established to prevent unrestricted urban sprawl, prevent neighbouring towns from merging, safeguard the countryside from encroachment, preserve the special character of historic towns & assist in urban regeneration by encouraging the recycling of derelict & other urban land. The proposals are in direct conflict with this. Govt. guidance states that GB is a PERMANENT designation & that unmet housing need isn't a reason for building on it. The GB North of Oxford preserves open land for these stated purposes. It is appreciated & used by locals. Removing it will result in a loss of amenity. Our personal living choice was partly made on its ease of access which we frequently use for recreation. GB would be lost if 1,950 homes are built (PR8 Land East of the M4). This will have a detrimental impact on our quality of life. The GB protects Historic Oxford City from overdevelopment & neighbouring villages/communities from coalescing into one large conurbation. I object to Policy PR3 as I do not consider the plan consistent with NP & don't believe that such policy can be put aside for convenience sake. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0902 | 14/08/2017 | Mrs Elizabeth C | Mills | | | | | | N |
| 2430 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0903 | 14/08/2017 | HF | Way | | | | | | N |
| 2435 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0904 | 12/08/2017 | Michael | Cavey | | | | | | N |
| 2440 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0905 | 22/08/2017 | David | Elvidge | | | | | | N |
| 2445 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0906 | 07/08/2017 | Patricia Ann | Heath | | | | | | N |
| 2450 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0907 | 11/08/2017 | David G | Hitchens | | | | | | N |
| 2455 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0908 | 11/08/2017 | Susan H | Booker | | | | | N |
| 2460 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0909 | 11/08/2017 | Mrs A P | Aust | | | | | N |
| 2465 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0910 | 08/08/2017 | J E | Cox | | | | | N |
| 2470 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0911 | 10/10/2017 | Mrs D | Harrys | | | | | N |
| 2475 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0912 | 08/08/2017 | Michael | Sims | | | | | N |
| 2480 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0913 | 07/08/2017 | Mr A | Leake | | | | | N |
| 2485 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. Don't believe 'exceptional' need has been proved for the development on designated Green Belt. Neither does it make any sense to propose the development of recreational GB land that has been used as such for over 100 years & then set aside undeveloped land situated 300 yards from the existing recreational use (N Oxford Golf Club). There would also be the loss of the Kidlington circular walk. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0914 | 07/08/2017 | Moya | Hermon | | | | | N |
| 2490 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0915 | 06/08/2017 | Fred Paul | Brightmore | | | | | N |
| 2495 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0916 | 07/08/2017 | Mrs Patricia | Watson | | | | | N |
| 2500 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0917 | 07/08/2017 | Keith | Watson | | | | | N |
| 2505 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0918 | 10/10/2017 | Kelly | Balliu | | | | | N |
| 2510 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0919 | 07/08/2017 | Kevin & Natalie | Brownsill | | | | | N |
| 2515 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0921 | 14/08/2017 | Ursula | Dawson | | | | | N |
| 2528 | Comments | | | | | | | |
| <p>Object to PR1a, PR3, PR11, plus unreasonable consultation process. Object to CDC failing to commission and examine an environmental report. It is NOT good enough to leave it to contractors. Strongly Object to CDC not representing the people of Cherwell and choosing to give into pressure from Oxford. Not acceptable. On your website you have 4 priorities; 1. Sound budgets & customer focussed council. You are ignoring the customer. 2. Thriving communities. You are intending to smash the community to pieces. 3. District of Opportunities. Letting Oxford City Council pressure you makes this a ridiculous statement. 4. Safe, clean and green. You are proposing lots of traffic, fumes, getting rid of Green Belt. Why are you proposing to do the opposite of what you state on you website are your priorities?</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0921 | 14/08/2017 | Ursula | Dawson | | | | | N |
| 2525 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0922 | 10/08/2017 | C R | Masters | | | | | N |
| 2530 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0923 | 09/08/2017 | David | Barber | | | | | N |
| 2535 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0924 | 07/08/2017 | Mr & Mrs M J | Brown | | | | | N |
| 2540 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0925 | 08/08/2017 | Mrs S M | Atkins | | | | | N |
| 2545 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0926 | 10/10/2017 | M C | Makepeace | | | | | N |
| 2550 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0927 | 07/08/2017 | Moira | Robinson | | | | | N |
| 2555 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0928 | 07/08/2017 | Michael C | Warmington | | | | | N |
| 2560 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0929 | 18/08/2017 | P | Newman | | | | | N |
| 2565 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0930 | 02/08/2017 | Michael | Pollard | | | | | N |
| 2570 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0931 | 08/08/2017 | Mr & Mrs D G | Nash | | | | | N |
| 2575 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0932 | 08/08/2017 | W L H | Horlick | | | | | N |
| 2580 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0933 | 11/08/2017 | Clodagh | Jakuborin | | | | | N |
| 2585 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0934 | 23/08/2017 | Jack | Li | | | | | N |
| 2590 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0935 | 24/08/2017 | A | Davenport | | | | | N |
| 2595 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0936 | 10/10/2017 | Sheila | Nichols | | | | | N |
| 2600 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0937 | 19/08/2017 | Anne | Sandy | | | | | N |
| 2605 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0938 | 07/08/2017 | Kate | Rendle | | | | | N |
| 2610 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0939 | 16/08/2017 | J | Hill | | | | | N |
| 2615 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0940 | 16/08/2017 | Felicity | Peacock | | | | | N |
| 2620 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0941 | 14/08/2017 | I | Lyne | | | | | N |
| 2625 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0942 | 11/08/2017 | Mrs B | Bellinger | | | | | N |
| 2630 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0943 | 19/08/2017 | Madelaine | Demport | | | | | N |
| 2635 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0944 | 20/08/2017 | Ylber | Balliu | | | | | N |
| 2640 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0944 | 20/08/2017 | Ylber | Balliu | | | | | N |
| 2644 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0945 | 22/08/2017 | Sidney | Oretagu | | | | | N |
| 2649 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0946 | 19/08/2017 | Michael | Foster | | | | | N |
| 2654 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0947 | 19/08/2017 | Mrs Michele | Allen | | | | | N |
| 2659 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0948 | 16/08/2017 | P E | Clayton | | | | | N |
| 2664 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0949 | 11/08/2017 | John | Holding | | | | | N |
| 2669 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0950 | 10/08/2017 | Mr R M | Gynes | | | | | N |
| 2674 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0951 | 10/10/2017 | Julia | Middleton | | | | | N |
| 2679 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0952 | 10/10/2017 | Mr & Mrs F A | Williams | | | | | N |
| 2684 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0953 | 06/08/2017 | S | Wells | | | | | N |
| 2689 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0954 | 09/08/2017 | Mr Martin | Long | | | | | N |
| 2693 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0955 | 17/08/2017 | M | Blake | | | | | N |
| 2697 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0956 | 13/08/2017 | Margaret | Russell | | | | | N |
| 2701 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0957 | 17/08/2017 | Erdogan | Mustafa | | | | | N |
| 2078 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0958 | 19/08/2017 | Jane | Brooks | | | | | N |
| 2082 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0960 | 10/10/2017 | Mr & Mrs P | Bray | | | | | N |
| 2091 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0962 | 06/08/2017 | J M | Bicknell | | | | | N |
| 2710 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0963 | 11/08/2017 | R | Hardwick | | | | | N |
| 2715 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0964 | 10/10/2017 | C K | Peddy | | | | | N |
| 2720 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0965 | 24/08/2017 | Nicky & Patrick | Forsythe | | | | | N |
| 2725 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0966 | 25/08/2017 | Mrs J D | Spacksman | | | | | N |
| 2730 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0967 | 29/08/2017 | A W | White | | | | | N |
| 2735 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0968 | 30/08/2017 | Jane | Green | | | | | N |
| 2740 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0969 | 10/10/2017 | Kim | Weitzel | | | | | N |
| 2745 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0970 | 31/08/2017 | G M | Brooke | | | | | N |
| 2750 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0971 | 08/11/2007 | Mrs Claire | Ring | | | | | N |
| 2755 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0973 | 31/08/2017 | Dr Guy | Harrison | | | | | N |
| 2765 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0973 | 08/10/2017 | Guy | Harrison | | | | | N |
| 1921 | Comments | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington provides enjoyment and health benefits to local residents. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building on it. The plan is therefore ineffective and not consistent with National Policy. If the proposal goes ahead, Kidlington would become part of a vast urban sprawl encompassing north Oxford, Cutteslowe, Wolvercote, Begbroke and Yarnton with a consequent loss of identity for all these communities. The walks and physical and mental health benefits of the Green Belt's open countryside would be lost for good and important natural habitats and wildlife would be destroyed. Sites rejected at this stage by Cherwell DC are still vulnerable and I strongly support the decision of Cherwell DC not to include Options sites PR14 and PR27 (Land behind the Moors) for development. This would entail the loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks as well as a valuable amenity for village residents and visitors providing walks and historic views of the village toward St. Mary's Church. The land should be treated as a permanent green space. Any development would also exacerbate the flood risk to housing and adjoining land/conservation area. There is inadequate local infrastructure to support such development and it would have a detrimental impact on existing roads and services especially surface and foul drainage. Development would generate a lot of extra traffic near a school and nursery on a road already subject to traffic calming. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0974 | 22/08/2017 | Mrs Pamela | Lampard | | | | | N |
| 2770 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0975 | 24/08/2017 | Mrs J | Franklin | | | | | N |
| 2775 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0976 | 23/08/2017 | S P | Spacksman | | | | | N |
| 2780 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0977 | 23/08/2017 | R | Lewis | | | | | N |
| 2785 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0978 | 23/08/2017 | Mrs L | Gregory | | | | | N |
| 2790 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0979 | 24/08/2017 | Mrs Margaret | Eynon | | | | | N |
| 2795 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0980 | 10/10/2017 | Ruth | Higginson | | | | | N |
| 2800 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-0981 | 13/08/2017 | K | Middleditch | | | | | | N |
| 2805 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0982 | 14/08/2017 | Paul | Blake | | | | | | N |
| 2810 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0983 | 16/08/2017 | Mr & Mrs J & M | Smith | | | | | | N |
| 2815 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0984 | 17/08/2017 | Trevor | Cuss | | | | | | N |
| 2820 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0985 | 18/08/2017 | Jenifer | Beesley | | | | | | N |
| 2825 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0985 | 18/08/2017 | Jenifer | Beesley | | | | | | N |
| 2828 | Comments | | | | | | | | |
| Objects to building on Green Belt. Don't need to be surrounded by 100's of houses. Please leave countryside alone. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0986 | 19/08/2017 | Farimah | Zarrivi | | | | | | N |
| 2830 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0987 | 20/08/2017 | Timothy Kenneth | Simmons | | | | | | N |
| 2835 | Comments | | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0988 | 20/08/2017 | Mrs M | Simmons | | | | | | N |
| 2840 | Comments | | | | | | | | |
| <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0989 | 14/08/2017 | Heather | Field | | | | | | N |
| 2845 | Comments | | | | | | | | |
| <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0990 | 17/08/2017 | Mr & Mrs G J | Barrett | | | | | | N |
| 2850 | Comments | | | | | | | | |
| <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0991 | 07/08/2017 | P W | Harvey | | | | | | N |
| 2855 | Comments | | | | | | | | |
| <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0992 | 21/08/2017 | Paul & Olga | Jones | | | | | | N |
| 2860 | Comments | | | | | | | | |
| <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0993 | 19/08/2017 | R | Prowton | | | | | | N |
| 2865 | Comments | | | | | | | | |
| <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0994 | 21/08/2017 | Mr M | Bennett | | | | | | N |
| 2870 | Comments | | | | | | | | |
| <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0995 | 11/08/2017 | Marian | Adams | | | | | | N |
| 2875 | Comments | | | | | | | | |
| <p>Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0996 | 19/08/2017 | D | Grant | | | | | N |
| 2880 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0997 | 22/08/2017 | Mrs B M | Brown | | | | | N |
| 2885 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0998 | 12/08/2017 | Geoffrey | Ayres | | | | | N |
| 2890 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0999 | 13/09/2017 | Malcolm | Williams | | | | | N |
| 2895 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1000 | 20/09/2017 | Joan | Leech | | | | | N |
| 2900 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1001 | 06/09/2017 | Paul | Burgess | | | | | N |
| 2905 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1002 | 20/08/2017 | Peter & Amanda | Clarke | | | | | N |
| 2910 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1003 | 10/10/2017 | Mr & Mrs M J | Goodin | | | | | N |
| 2915 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1004 | 20/08/2017 | G W | McIntyre | | | | | N |
| 2920 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1005 | 21/08/2017 | Nicola | King | | | | | N |
| 2925 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1006 | 21/08/2017 | Mrs S | Amiralai | | | | | N |
| 2930 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1007 | 21/08/2017 | Chris & Diane | Hodgkins | | | | | N |
| 2938 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1008 | 17/08/2017 | Anita | Jackson | | | | | N |
| 2942 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1009 | 16/08/2017 | Mrs A | Emberton | | | | | N |
| 2947 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1010 | 20/08/2017 | James | Philpott | | | | | N |
| 2952 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1011 | 23/08/2017 | Tony | Norris | | | | | N |
| 2957 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1012 2098 | 24/08/2017 | T | Norris | | | | | N |
| Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1013 2103 | 23/08/2017 | Reg | Bendall | | | | | N |
| Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1015 2967 | 03/09/2017 | Michael | Trinder | | | | | N |
| Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1016 2972 | 03/09/2017 | Christine | Trinder | | | | | N |
| Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1017 2977 | 17/08/2017 | Mrs | Newing | | | | | N |
| Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1018 2982 | 24/08/2017 | John & Maire | Walden | | | | | N |
| Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1019 2987 | 30/08/2017 | Mrs Janet | Jeffreys | | | | | N |
| Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1020 2992 | 31/08/2017 | Raymond | Suter | | | | | N |
| Comments | | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1021 | 30/07/2017 | Jenny | Cooper | | | | | N |
| 2997 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1022 | 25/08/2017 | George | Wakefield | | | | | N |
| 3002 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1023 | 24/08/2017 | Ann | Ayris | | | | | N |
| 3007 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1024 | 24/08/2017 | Rodger | Ayris | | | | | N |
| 3012 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1025 | 08/08/2017 | Eileen | Bloomer | | | | | N |
| 3017 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1026 | 19/08/2017 | Mrs C L | Roberts | | | | | N |
| 3022 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1027 | 24/08/2017 | A A | Green | | | | | N |
| 3027 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1028 | 24/08/2017 | Mrs C | Green | | | | | N |
| 3032 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1029 | 24/08/2017 | Mrs S | Higgins | | | | | N |
| 3037 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1030 | 01/09/2017 | F L G | Ratford | | | | | N |
| 3042 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1031 | 24/08/2017 | David | Blackwell | | | | | N |
| 3047 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1032 | 11/09/2017 | Mr & Mrs | Mayling | | | | | N |
| 3052 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1033 | 17/09/2017 | Peter | Gough | | | | | N |
| 3057 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1034 | 15/09/2017 | Emma | Gough | | | | | N |
| 3062 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1035 | 18/08/2017 | Jo | Gough | | | | | N |
| 3067 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1036 | 18/09/2017 | Andrea | Van Rooyen | | | | | N |
| 3072 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1037 | 25/09/2017 | J P | McArdle | | | | | N |
| 3077 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1038 | 02/10/2017 | Mrs G | Honey | | | | | N |
| 2113 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1039 | 09/08/2017 | David | Payne | | | | | N |
| 2118 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1040 | 05/10/2017 | Dr J D | Priddle | | | | | N |
| 2123 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1041 | 05/10/2017 | Deborah | Quare | | | | | N |
| 3080 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1042 | 03/10/2017 | Rosemary | Werlinger | | | | | N |
| 3085 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1043 | 04/10/2017 | Beccy | McKenna-Jones | | | | | N |
| 3090 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1044 | 13/08/2017 | Dennis, Wendy, Steve | Richens | | | | | N |
| 3095 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1045 | 09/10/2017 | T J | Soanes | | | | | N |
| 3100 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1046 | 09/10/2017 | Tim | Madge | | | | | N |
| 3105 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1047 | 15/08/2017 | G E | Dunn | | | | | N |
| 3110 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1048 | 14/08/2017 | D | Pittick | | | | | N |
| 3115 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1049 | 15/08/2017 | Emma | Luo | | | | | N |
| 3120 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1050 | 18/08/2017 | Ann & Phil | Smith & Urquhart | | | | | N |
| 3125 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1051 | 18/08/2017 | Robert | Bruce | | | | | N |
| 3130 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1052 | 18/08/2017 | Mrs Elizabeth | Bruce | | | | | N |
| 3135 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1053 | 17/08/2017 | TJ | White | | | | | N |
| 3140 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1054 | 19/08/2017 | Sandra | Whitfield | | | | | N |
| 3145 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1055 | 08/08/2017 | Barry | Hiles | | | | | N |
| 3150 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1056 | 24/08/2017 | Mrs Valerie | Brennan | | | | | N |
| 3155 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1057 | 10/10/2017 | S D | Rugg | | | | | N |
| 3160 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1058 | 23/08/2017 | Mr & Mrs | Moore | | | | | N |
| 3165 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1059 | 04/10/2017 | Clare | Phillips | | | | | N |
| 3170 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1060 | 01/10/2017 | Mrs F M | Boolt | | | | | N |
| 3175 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1061 | 02/10/2017 | Peter | Druce | | | | | N |
| 3180 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1063 | 24/08/2017 | L & CF | McKeever | | | | | N |
| 3190 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1064 | 20/08/2017 | E | Morris | | | | | N |
| 3195 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1065 | 23/09/2017 | Norma | Aubertin-Potter | | | | | N |
| 3200 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1066 | 28/09/2017 | Anthony | Andrews | | | | | N |
| 3205 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1067 | 21/09/2017 | Gordon | Tasker | | | | | N |
| 3210 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1068 | 10/08/2017 | Mrs Joyce | Ruiz | | | | | N |
| 3215 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1069 | 23/08/2017 | Louise M | Green | | | | | N |
| 3220 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1070 | 10/10/2017 | A V | Smith | | | | | N |
| 3225 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1071 | 24/08/2017 | Matt | Bassett | | | | | N |
| 3230 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1072 | 27/08/2017 | Julia | Cameron | | | | | N |
| 3235 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1073 | 17/08/2017 | Mr CW & Mrs PS | Armstrong | | | | | N |
| 3240 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1074 | 08/08/2017 | David | Bloomer | | | | | N |
| 3245 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1075 | 21/08/2017 | J | Mills | | | | | N |
| 3250 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1076 | 21/08/2017 | Pauline | Kearney | | | | | N |
| 3255 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1077 | 24/09/2017 | John | Sear | | | | | N |
| 3260 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1078 | 21/09/2017 | Glenda | de la Bat Smit | | | | | N |
| 3265 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1079 | 22/07/2017 | Chris | Eyre | | | | | N |
| 3270 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1080 | 22/07/2017 | Mrs S | Connell | | | | | N |
| 3275 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1081 | 22/07/2017 | D | Knott | | | | | N |
| 3280 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1082 | 22/07/2017 | George A | Innes | | | | | N |
| 3284 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1083 | 22/07/2017 | D | Jones | | | | | N |
| 3288 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1084 | 04/10/2017 | Mr R G & Mrs C | Littlewood | | | | | N |
| 3293 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1085 | 04/10/2017 | Mrs S | Morton | | | | | N |
| 3297 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1086 | 25/08/2017 | Michael S | Bradley | | | | | N |
| 3302 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1087 | 11/09/2017 | C | Sherriff | | | | | N |
| 3307 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1088 | 28/09/2017 | Mrs Sheila | Churchill | | | | | N |
| 3311 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1089 | 25/09/2017 | Wendy | Cowley | | | | | N |
| 3316 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1090 | 28/09/2017 | R E | Hunt | | | | | N |
| 3321 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1091 | | June | Boffin | | | | | N |
| 3326 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1092 | 25/09/2017 | Bernard | Boffin | | | | | N |
| 3331 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1093 | 29/09/2017 | Simon | Godsave | | | | | N |
| 3336 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1094 | 28/09/2017 | Mrs | Godsave | | | | | N |
| 3341 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1095 | 05/09/2017 | Jackie & Steve | Garlick | | | | | N |
| 3346 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1096 | 05/10/2017 | Sue | Wrist | | | | | N |
| 3351 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1097 | 05/10/2017 | Mr & Mrs | Hand | | | | | N |
| 3356 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1098 | 05/10/2017 | Betty | Laitt | | | | | N |
| 3361 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1099 | 10/10/2017 | Turid | Walsh | | | | | N |
| 3366 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1100 | 10/10/2017 | Vassilis | Karatzios | | | | | N |
| 3371 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1100 | 09/10/2017 | Vassilis | Karatzios | | | | | N |
| 3570 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1101 | 10/10/2017 | Brian | Beesley | | | | | N |
| 3376 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1102 | 09/10/2017 | Sarah | Karatzios | | | | | N |
| 3565 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1102 | 10/10/2017 | Sarah | Karatzios | | | | | N |
| 3381 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1103 | 12/09/2017 | A E | Dudley | | | | | N |
| 3386 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1105 | 10/10/2017 | Mrs Alison | Machin | | | | | N |
| 3399 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1106 | 10/10/2017 | Katrina | Jenkins | | | | | N |
| 3406 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1107 | 10/10/2017 | V | Butcher | | | | | N |
| 3411 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1108 | 10/10/2017 | Roy | Hounslow | | | | | N |
| 3416 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1109 | 10/10/2017 | Hilary | Watkins | | | | | N |
| 3421 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1110 | 25/09/2017 | Miss L | Smith | | | | | N |
| 3426 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1111 | 10/10/2017 | Norman | Davies | | | | | N |
| 3431 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1112 | 10/10/2017 | Miss P | Edgington | | | | | N |
| 3436 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1113 | 10/10/2017 | Linda | Brogden | | | | | N |
| 3441 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1114 | 10/10/2017 | RK | Brogden | | | | | N |
| 3446 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1115 | 10/10/2017 | William | Norton | | | | | N |
| 3451 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1116 | 10/10/2017 | J | Nelson | | | | | N |
| 3456 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1117 | 10/10/2017 | P | Clarke | | | | | N |
| 3461 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1118 | 10/10/2017 | Bryan | Franks | | | | | N |
| 3466 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1119 | 10/10/2017 | R | Wheeler | | | | | N |
| 3471 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1120 | 10/10/2017 | Mrs R | Brown | | | | | N |
| 3476 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1121 | 10/10/2017 | L | Sullivan | | | | | N |
| 3481 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1122 | 10/10/2017 | Mrs Josephine | Lee | | | | | N |
| 3486 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1123 | 10/10/2017 | Mr & Mrs K & J | Abraham | | | | | N |
| 3491 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1124 | 10/10/2017 | Mr M | Stringer | | | | | N |
| 3496 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1125 | 13/09/2017 | C M | Jackson-Houlston | | | | | N |
| 3502 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1126 | 06/09/2017 | Kim | Bennell | | | | | N |
| 3506 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1127 | 14/09/2017 | P & B J | Wood | | | | | N |
| 3511 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1128 | 25/09/2017 | Mark | Gardner | | | | | N |
| 3516 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1129 | 18/09/2017 | Mrs M G | Kibbey | | | | | N |
| 3521 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1130 | 24/09/2017 | Richard L | Eddy | | | | | N |
| 3526 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1131 | 24/09/2017 | Amy & Michael | Shorter | | | | | N |
| 3530 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1132 | 26/08/2017 | Sonya | Willoughby | | | | | N |
| 3535 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1133 | 06/10/2017 | Mrs J & Mr C | Floyd | | | | | N |
| 3540 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1134 | 06/10/2017 | Margaret & David | Dee | | | | | N |
| 3545 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1135 | 05/10/2017 | R D | Walton | | | | | N |
| 3550 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1136 | 06/10/2017 | G | Furry | | | | | N |
| 3555 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1137 | 09/10/2017 | David | Lee | | | | | N |
| 3560 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1140 | 06/10/2017 | Sheila E | Middleton | | | | | N |
| 3575 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1141 | 08/09/2020 | Lawrence J | Middleton | | | | | N |
| 3580 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1142 | 30/09/2017 | Mrs Patricia | Shaw | | | | | N |
| 3585 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1143 | 04/10/2017 | Ray | Norrie | | | | | N |
| 3590 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1144 | 01/10/2017 | M J | Elliott | | | | | N |
| 3595 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1145 | 01/10/2017 | Mrs M | Elliott | | | | | N |
| 3600 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1146 | 04/10/2017 | Daria | Nastri | | | | | N |
| 3605 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1146 | 04/10/2017 | Daria | Nastri | | | | | N |
| 3610 | Comments | | | | | | | |
| Objection - Building on GB is wrong! It protects and preserves the green spaces that are greatly appreciated and enjoyed by local residents. Government guidance says that GB is a permanent designation and that unmet housing need is no a reason for building on the GB. Plan is not consistent with National Policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1147 | 04/10/2017 | Mik | Ashfield | | | | | N |
| 3618 | Comments | | | | | | | |
| Objection - Building on GB is wrong! It protects and preserves the green spaces that are greatly appreciated and enjoyed by local residents. Government guidance says that GB is a permanent designation and that unmet housing need is no a reason for building on the GB. Plan is not consistent with National Policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1147 | 04/10/2017 | Mik | Ashfield | | | | | N |
| 3613 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1148 | 02/10/2017 | Lucy | Pilgrim | | | | | N |
| 3620 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1148 | 02/10/2017 | Lucy | Pilgrim | | | | | N |
| 3625 | Comments | | | | | | | |
| Building on the GB will completely disregard the National Planning Policy Framework 2012. GB is to prevent urban sprawl - it is an important area for the well being of the local residents. It provides important habitat for protected wildlife and flora. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1149 | 03/10/2017 | Mary | Franks | | | | | N |
| 3628 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1150 | 25/09/2017 | Robin | Cowley | | | | | N |
| 3633 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1151 | 09/09/2017 | Ida D | Leach | | | | | N |
| 3638 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1152 | 12/08/2017 | Georgina | Ashton | | | | | N |
| 3643 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1153 | 12/08/2017 | G | Pollard | | | | | N |
| 3648 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1154 | 16/08/2017 | Lianne | O'Sullivan | | | | | N |
| 3653 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1155 | 11/08/2017 | Emma & Gary | Billingham & Sargent | | | | | N |
| 3658 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1156 | 12/08/2017 | N H | Crombie | | | | | N |
| 3663 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1157 | 12/08/2017 | Joanna | Towersey | | | | | N |
| 3668 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1158 | 11/08/2017 | Richard | Priscott | | | | | N |
| 3673 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1159 | 10/10/2017 | Mrs J | Riordan | | | | | N |
| 3678 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1160 | 06/07/2017 | S | Tonkin | | | | | N |
| 3683 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1161 | 05/09/2017 | Mr & Mrs J | Holland | | | | | N |
| 3688 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1162 | 24/08/2017 | Mr & Mrs L | Lacey | | | | | N |
| 3694 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1163 | 11/07/2017 | Mrs Bettina | Lewington | | | | | N |
| 3699 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1164 | 24/08/2017 | Stephen | Mundy | | | | | N |
| 3704 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1165 | 23/08/2017 | Dr Nika, Jiri | Abu, Faytl | | | | | N |
| 3710 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1166 | 24/08/2017 | Mr Ken | Morris | | | | | N |
| 3715 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1167 | 21/08/2017 | Mrs Pauline | Rushby | | | | | N |
| 3720 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1168 | 08/08/2017 | Christopher | Cosby | | | | | N |
| 3725 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1169 | 11/08/2017 | Jan & Andy | Hodgson | | | | | N |
| 3730 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1170 | 09/08/2017 | Mr & Mrs M | Fennymore | | | | | N |
| 3735 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1171 | 12/08/2017 | Matthew | Hunt | | | | | N |
| 3740 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1172 | 08/08/2017 | Robin | Carey | | | | | N |
| 3745 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1173 | 30/08/2017 | Mrs M | Henton | | | | | N |
| 2128 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1174 | 30/08/2017 | Larysa | Yurkova | | | | | N |
| 2133 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1175 | 14/08/2017 | Mrs J | Townsend | | | | | N |
| 2138 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1176 | 23/08/2017 | Eileen & Allan | Nicholls | | | | | N |
| 3751 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1177 | 18/08/2017 | Mr D | Townsend | | | | | N |
| 3756 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1178 | 11/08/2017 | Christina | Allen | | | | | N |
| 3761 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1179 | 09/08/2017 | Mrs S E | Bullock | | | | | N |
| 3766 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1180 | 10/08/2017 | Mrs A | Brenan | | | | | N |
| 3771 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1181 | 09/08/2017 | Mrs | Baggett | | | | | N |
| 3776 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1182 | 19/08/2017 | Mrs F | Haley | | | | | N |
| 3781 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1183 | 19/08/2017 | Mrs Celia | Wilson | | | | | N |
| 3786 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1184 | 19/08/2017 | M | O'Mahoney | | | | | N |
| 3791 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1186 | 12/08/2017 | Heather | Eustice | | | | | N |
| 3801 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1187 | 14/08/2017 | Mrs J | Butler | | | | | N |
| 3806 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1188 | 10/08/2017 | N B | Tinnion | | | | | N |
| 3811 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1189 | 05/08/2017 | Terence | Yeatman | | | | | N |
| 3816 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1190 | 14/08/2017 | Mrs A | Wyatt | | | | | N |
| 3822 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1191 | 18/08/2017 | Mark | Dilks | | | | | N |
| 3827 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1192 | 23/08/2017 | David & Alison | Cook | | | | | N |
| 3832 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1193 | 08/08/2017 | Robert | Craig | | | | | N |
| 3837 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1194 | 19/08/2017 | Lauren | Bates-Brownsword | | | | | N |
| 3842 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1195 | 23/08/2017 | D | Dean | | | | | N |
| 3847 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1196 | 08/08/2017 | Dianne | Bates-Brownsword | | | | | N |
| 3852 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1197 | 08/08/2017 | Darryl | Bates-Brownsword | | | | | N |
| 3858 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1198 | 23/08/2017 | Malcolm & Joy | Axtell | | | | | N |
| 3864 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1199 | 10/10/2017 | Le | Brun | | | | | N |
| 3869 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1200 | 21/08/2017 | Yvonne | Bunn | | | | | N |
| 3874 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1201 | 20/08/2017 | Alison | Turner | | | | | N |
| 3878 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1202 | 08/08/2017 | Mary | Timms | | | | | N |
| 3882 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1203 | 13/08/2017 | Richard | Hutchinson | | | | | N |
| 3890 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1204 | 13/08/2017 | Bridget | Blyth | | | | | N |
| 3894 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1205 | 13/08/2017 | Jake | Bennett | | | | | N |
| 3898 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1206 | 13/08/2017 | Sean | Blyth | | | | | N |
| 3902 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1207 | 13/08/2017 | Kate | Blyth | | | | | N |
| 3906 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1208 | 10/10/2017 | Mrs | Gonelt | | | | | N |
| 3910 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1209 | 12/08/2017 | Andrew & Caroline | Luckraft & Blunear | | | | | N |
| 3914 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1210 | 11/08/2017 | Jacqueline | Palmer | | | | | N |
| 3918 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1211 | 15/08/2017 | J M | Dow | | | | | N |
| 3922 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1212 | 14/08/2017 | M | Dimech | | | | | N |
| 3926 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1213 | 10/10/2017 | Rennie | Kennedy | | | | | N |
| 3930 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1214 | 18/08/2017 | S | Brain | | | | | N |
| 3934 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1215 | 17/08/2017 | Mrs T R | Brodie | | | | | N |
| 3938 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1216 | 14/08/2017 | Mrs A | Pearce | | | | | N |
| 3942 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1217 | 17/08/2017 | E | Lambourne | | | | | N |
| 3946 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1218 | 17/08/2017 | R | Lambourne | | | | | N |
| 3950 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1219 | 10/10/2017 | Mrs Frances | Clinkard | | | | | |
| 3954 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1220 | 16/08/2017 | F | Boult | | | | | N |
| 3958 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1221 | 16/08/2017 | Janet | Stevens | | | | | N |
| 3962 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1222 | 17/08/2017 | Thom | Murton | | | | | N |
| 3966 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1223 | 15/08/2017 | Diana | Lintott | | | | | |
| 1031 | Comments | | | | | | | |
| <p>Objection made for the following reasons: Green belt land should not be built on just because Oxford house prices are high. Cherwell's responsibility is to it's own rate payers and not to accept demand from Oxford. The green belt is there to prevent urban sprawl and to counter the pollution issues in the area. It is also liable to flooding and is therefore unsuitable for housing. The housing that is being proposed to be built on the green belt will be designed for commuters to London and not designed as affordable housing for those who work in Oxford. house prices in Kidlington are so high that those who work in service occupations in Oxford are required to live in Bicester and commute in. Traffic routes are already congested and the suggestion that the extra housing will not affect the current traffic difficulties as people will be encouraged to cycle is fanciful.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1223 | 16/08/2017 | Diana | Lintott | | | | | N |
| 3970 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1224 | 18/08/2017 | Mr B | May | | | | | N |
| 3974 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1225 | 18/08/2017 | Mr & Mrs L B | Darcey | | | | | N |
| 3978 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1226 | 08/08/2017 | Daniel | Mason | | | | | N |
| 3982 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1227 | 17/08/2017 | C | Blake | | | | | N |
| 3986 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1228 | 15/08/2017 | H & C | Wardrop | | | | | N |
| 3990 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1229 | 17/08/2017 | Jane | Rendle | | | | | N |
| 3994 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1230 | 07/08/2017 | Elizabeth R | Rendle | | | | | N |
| 2144 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1231 | 17/08/2017 | Kim | Lee | | | | | N |
| 2148 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1231 | 17/08/2017 | Kim | Lee | | | | | N |
| 2150 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to Policies, PR1(a), PR3, PR11 and it is an unreasonable consultation process. Countryside, landscape and walks will disappear. The current infrastructure will not cope with increased population. Traffic congestion during peak periods will be much worse.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1232 | 17/08/2017 | Lucy | Tarrant | | | | | N |
| 2152 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1233 | 05/09/2017 | Mrs I | Thatcher | | | | | N |
| 2156 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1234 | 24/08/2017 | Steph | Bishop | | | | | N |
| 3997 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1235 | 12/08/2017 | L | Ayres | | | | | N |
| 4001 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1236 | 26/08/2017 | Chris | Grace | | | | | N |
| 4005 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1237 | 28/08/2017 | Peter B | Jeffreys | | | | | N |
| 4009 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1238 | 22/09/2017 | Dr G P | Maddison | | | | | N |
| 4013 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1239 | 04/09/2017 | Mr & Mrs F | Sarvari | | | | | N |
| 4017 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1240 | 10/10/2017 | W | Brown | | | | | N |
| 4021 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1241 | 14/08/2017 | Thomas | Pilgrim | | | | | N |
| 4025 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1242 | 22/08/2017 | Zita | Quinn | | | | | N |
| 4029 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1243 | 21/08/2017 | Steve | Burbridge | | | | | N |
| 4033 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1244 | 13/08/2017 | Pascal | Godard | | | | | N |
| 4037 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1245 | 20/08/2017 | Mrs M H | Ford | | | | | N |
| 4041 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1246 | 22/08/2017 | Mr B E | Braleley | | | | | N |
| 4045 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1247 | 10/10/2017 | Maureen | Gale | | | | | N |
| 4049 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1248 | 22/08/2017 | Mrs D | Gregory | | | | | N |
| 4053 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1249 | 22/08/2017 | Sandy | Lord | | | | | N |
| 4057 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1250 | 25/08/2017 | Marcy | Yousaf | | | | | N |
| 4061 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1251 | 18/08/2017 | Catherine | Sykes | | | | | N |
| 4065 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1252 | 15/08/2017 | Joan | Hadaway | | | | | N |
| 4069 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1253 | 21/08/2017 | Mr & Mrs R S | White | | | | | N |
| 4073 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1254 | 21/08/2017 | Mr A | Bishop | | | | | N |
| 4077 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1255 | 17/08/2017 | Philippa | Burrell | | | | | N |
| 4081 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1256 | 16/08/2017 | Margaret | Crick | | | | | N |
| 4085 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1257 | 17/08/2017 | Gerald | Whitehouse | | | | | N |
| 4091 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to Policies PR1(a), PR3, PR11 and the unreasonable consultation process. What is proposed is rash and ill advised. Please reconsider. Prudence is paramount. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1257 | 17/08/2017 | Gerald | Whitehouse | | | | | N |
| 4089 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1260 | 17/08/2017 | D R | Pickvance | | | | | N |
| 2166 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1261 | 23/08/2017 | Mr & Mrs A | Sinnott | | | | | N |
| 2172 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1263 | 11/08/2017 | Mr B | Hosier | | | | | N |
| 4099 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1264 | 10/08/2017 | Brian | Parkinson | | | | | N |
| 4103 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1265 | 10/08/2017 | Mrs P & Miss S | Cranfield | | | | | N |
| 4107 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1266 | 23/08/2017 | Margaret | Beavan | | | | | N |
| 4111 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1267 | 23/08/2017 | Mr W A | Edgington | | | | | N |
| 4115 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1268 | 22/08/2017 | S | Bevis | | | | | N |
| 4119 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1269 | 22/08/2017 | Mrs I | Kabat | | | | | N |
| 4123 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1270 | 10/10/2017 | Derek & Barbara | Luke | | | | | N |
| 4128 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1271 | 24/08/2017 | G M | Waddle | | | | | N |
| 4133 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1272 | 19/08/2017 | Mr & Mrs J | Lloyd | | | | | N |
| 4138 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1273 | 20/08/2017 | June | Taylor | | | | | N |
| 4143 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1274 | 21/08/2017 | Gordon | Wyles | | | | | N |
| 4148 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1275 | 18/08/2017 | Mrs Marjory | Kilby | | | | | N |
| 4153 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1276 | 19/08/2017 | Mr M | Pratley | | | | | N |
| 4158 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1277 | 19/08/2017 | Miss B | Pratley | | | | | N |
| 4163 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1278 | 19/08/2017 | Mrs V | Pratley | | | | | N |
| 4167 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1279 | 20/08/2017 | D | Williams | | | | | N |
| 4172 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1280 | 20/08/2017 | Mrs | Williams | | | | | N |
| 4177 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1281 | 18/08/2017 | Dawn | Williams | | | | | N |
| 4182 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1282 | 14/08/2017 | Mr & Mrs B | Knight | | | | | N |
| 4187 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1283 | 22/08/2017 | NP | Barrett | | | | | N |
| 4192 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1284 | 22/08/2017 | Mrs J | Barrett | | | | | N |
| 4198 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1285 | 17/08/2017 | Diana | Bouckham | | | | | N |
| 4202 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1286 | 17/08/2017 | Mr & Mrs R | Shepherd | | | | | N |
| 4206 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1287 | 15/08/2017 | Mr & Mrs R | Harris | | | | | N |
| 2179 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We object to PR1 and PR3. Green Belt means Green Belt forever.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1287 | 15/08/2017 | Mr & Mrs R | Harris | | | | | N |
| 2177 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1288 | 14/08/2017 | Kim | Martin | | | | | N |
| 2181 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1289 | 14/08/2017 | Ann | Martin | | | | | N |
| 2185 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1290 | 15/08/2017 | David & Janet | Davis | | | | | N |
| 4211 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1291 | 15/08/2017 | Mr D | Myers | | | | | N |
| 4215 | Comments | | | | | | | |
| <p>Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1292 | 14/08/2017 | Mr B & Mrs J | Higgins | | | | | N |
| 4219 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1293 | 10/10/2017 | L | Howard | | | | | N |
| 4223 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1294 | 14/08/2017 | C | Howard | | | | | N |
| 4227 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1295 | 12/08/2017 | E | Bolden | | | | | N |
| 4231 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1296 | 10/08/2017 | Alison | Ingram | | | | | N |
| 4235 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1297 | 09/08/2017 | A | Kelly | | | | | N |
| 4239 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1298 | 10/10/2017 | M J | Kelly | | | | | N |
| 4243 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1299 | 15/08/2017 | S M | Rawlings | | | | | N |
| 4247 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1300 | 13/08/2017 | Mr & Mrs M | Evans | | | | | N |
| 4251 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1301 | 11/08/2017 | Mrs K J | Mansfield | | | | | N |
| 4255 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1302 | 22/08/2017 | Mrs M | Duffield | | | | | N |
| 4259 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1303 | 18/08/2017 | P | Foyle | | | | | N |
| 4263 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1304 | 02/10/2017 | Graham | Perks | | | | | N |
| 4267 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1305 | 07/10/2017 | Catherine Mary | MacRobert | | | | | N |
| 4271 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1306 | 02/10/2017 | Lucy | Moore | | | | | N |
| 4275 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1307 | 04/10/2017 | Dr Robert | McGurrin | | | | | N |
| 4279 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1308 | 06/10/2017 | Carolina & Peter | Laitt | | | | | N |
| 4283 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1309 | 06/10/2017 | Alicia | Gardner | | | | | N |
| 4289 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with reasons PR1(a), PR3, PR11 and unreasonable consultation process. Therefore, I oppose construction on the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1309 | 06/10/2017 | Alicia | Gardner | | | | | N |
| 4287 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1310 | 06/10/2017 | Douglas | Roberts | | | | | N |
| 4293 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with objections, PR1(a), PR3 and PR11 and to help save the Green Belt, the local countryside and our rural villages in Cherwell and Oxford's unmet housing needs. I support the stance CPRE Oxfordshire have taken that the city could meet most, if not all of it's housing needs within its own boundaries by prioritising land for housing and making sure houses are genuinely affordable homes that people are hoping for. This could be achieved by making better use of brownfield sites and taking a step increase in density targets. Extra housing would require extra transport requirements, but there appears to be no proposals to cope with increased traffic and congestion. Plans should be put on hold until this is addressed. Also Sandy Lane should be improved, not closed to vehicles. I believe CDC can do better with regard to building the required houses without concreting very the Green Belt we require for future generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1310 | 06/10/2017 | Douglas | Roberts | | | | | N |
| 4291 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1311 | 05/10/2017 | Adrian | Thomas | | | | | N |
| 4295 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1312 | 09/10/2017 | Anita | Bayne | | | | | N |
| 4298 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1313 | 09/10/2017 | Simon | Barnard | | | | | N |
| 4302 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1314 | 05/10/2017 | M A | Collier | | | | | N |
| 4307 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1315 | 07/10/2017 | S J W | McFarlane | | | | | N |
| 4311 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1318 | 10/10/2017 | David & Olive | Kelland | Cllr Peter Kelland on behalf of Mr & Mrs D & O Kelland | Y | Y | N | N |
| 4316 | Comments | | | | | | | |
| The justification & effectiveness of PR3a is at odds with your own requirements for clear permanent boundaries to be re-established for the affected area. The triangle of land at PR3a is shown at Appendix 2 within the new light green area being GB to be removed, clearly not in the GB. A new permanent boundary would follow the A44 & the railway to a point where they meet. As it stands this area is in limbo, on one hand it is clearly shown as outside of the GB in an area of GB to be removed Appendix 2, yet your policy PR3a regards it as land that needs to be protected beyond the plan period. You agree that the railway line forms a consistent & strong GB boundary, one of your requirements. You say that area PR3a will make little difference, the small field adjacent to Cuckoo or Green Lane could supply 15 to 20 houses identified as a type required in Oxford, being one & two bedroom of affordable rent or low purchase price. This field could allow sustainable housing with good transport links to Oxford & of course be close enough to allow cycle access. I feel that any land adjacent to Oxford should be included to meet Oxford's unmet need. The access to the A44 would be along the route of Cuckoo or Green Lane which is an OCC adopted road up to & beyond the level crossing. The A44 at this point is not a fast stretch of road as vehicles are slowing for the existing roundabout. I am sure a junction could be shown even if it means left turn only. This triangle of land should be included in this review as fully within the site boundaries of PR8 | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| As PR3a has been taken out of the Green Belt it should be included fully within the boundaries of PR8 and particularly PR8 16; 'the provision of a limited number of new homes to be agreed with the Council, to provide for students & those working for the University at the Science Park to support its expansion and reduce car journeys. | | | | | | | | |
| PR-C-1322 | 10/10/2017 | Adrian & Pat | Sutton & White | | | | | |
| 5147 | Comments | | | | | | | |
| For more than 60 years the Green Belt that forms the Kidlington Gap has successfully checked urban sprawl, and it has prevented the merging of Oxford and Kidlington, provided access to countryside to residents of north Oxford and Kidlington, and preserved the setting of the historic town of Oxford. In view of the new assessment of housing need in Oxford, and the lack of a completed local plan by Oxford City Council informed by accurate data on the land available for housing within Oxford, it would be irresponsible and reckless for Cherwell District Council to proceed with its plans to build on the Kidlington Gap. We assume the availability of brownfield sites in Cherwell and Oxford has been thoroughly explored. Understand the need for more housing in and around Oxford. We hope that building on the Green Belt is a last resort, and that any new development takes into account the impact on the quality of life of existing communities. We urge Cherwell District Council to postpone any decision on the development of the Green Belt around Oxford until all the facts are made available. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1323 | 10/10/2017 | Erlinda | Boyle | | | | | |
| 4337 | Comments | | | | | | | |
| Object to PR3. I believe this proposal doesn't take into account the detrimental effects on the environment, on general health and well being and healthy lifestyles (important consideration). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1326 | 10/10/2017 | Victoria | Masey | | N | N | N | Y |
| 4346 | Comments | | | | | | | |
| These proposals are not consistent with National Policy. The removal of this land from the GB, which is vital to maintain the separate and distinct identity of the villages of Begbroke and Yarnton, will result in urban sprawl, with insufficient transport infrastructure, and little feasible chance to rectify this. We chose this area for our family home specifically for the access and close proximity to the land within the GB. This proposal will permanently destroy the rural nature of this beautiful area of Oxfordshire. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| For the reasons I have given and the Representations made by The Begbroke & Yarnton GB Campaign which I additionally support and adopt as my own Representation in this document, the plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for inspection. | | | | I would like the Begbroke and Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |
| PR-C-1343 | 09/10/2017 | Miss Josephine | Willoughby | | | | | N |
| 4394 | Comments | | | | | | | |
| Objects because proposals are not consistent with NP because they do not take into account the detrimental effect that removing these large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in para. 182 of the NPPF. Oxford's LP has not yet been prepared so Cherwell's allocation of homes is premature & is not an appropriate strategy & is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1350 4414 | 09/10/2017 | Mr PA & Mrs JM | Carpenter | | |
| Comments | | | | | |
| Oxford GB. PR8 & PR9 propose removing land from the GB surrounding Yarnton & Begbroke. This against NP & also disregards the independent identities of both villages, one of which is recorded in the 1086 Domesday Book. It appears that Oxford, whilst protecting its own green spaces & having sufficient brown field sites within the city boundaries to build housing on, is more than willing to sacrifice our green spaces! | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1351 4420 | 09/10/2017 | Mrs Sheila | Westall | | |
| Comments | | | | | |
| Opposition to the plan to build high-density housing on the GB land to the east and west of the A44 between Yarnton and Begbroke. GB is a valuable breathing space to prevent urban sprawl and in many cases is agricultural land. Government is committed to protecting GB and development should only be allowed when no brownfield sites are available. Our GB should not developed to meet any part of Oxford City's unmet housing need when the city has brownfield sites. Sites around Cowley, Northern Gateway and Park & Ride at Redbridge could be used for housing and parking transferred to a site less suitable for housing. These brown sites are close to potential employment and therefore have less impact on road congestion. Impact of additional houses on A44 has not been adequately addressed. Suggested bus lanes are impracticable as no consideration given to pinch-points, mainly south of Yarnton where railway and canal bridges restrict the width of the carriageway. Ensuing traffic congestion will increase journey times, pollution, accidents, delivery costs and wear and tear on already deteriorating roads. Causing Sandy Lane to through traffic will inconvenience residents in accessing facilities in and around Kidlington High Street. Additional traffic on the road travelling west towards the A40, through Yarnton and Cassington villages will increase the dangers for children at local schools. Several acres of land to the south side of Sandy Lane was once a landfill site before its present agricultural use; it could be subject to subsidence and release of gases if the topsoil is disturbed by building. There is also the potential for flooding to the west of Yarnton on the lower slopes of Spring Hill, where heavy rain causes flash flooding. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1360 5158 | 09/10/2017 | Dr Graciela Iglesias | Rogers | | N |
| Comments | | | | | |
| Objects to PR3 to remove land from the Oxford Green Belt. The Green Belt not only protects the historic city of Oxford from overdevelopment and neighbouring villages from coalescence, but also from pollution and calamities brought by climatic events. The recent catastrophic flooding in Houston (Texas) should serve as tell-tale of what happens when vast green areas – including wetlands - are paved over. It's widely accepted that wetlands are able to soak up massive amounts of flood water. According to research of the Texas A&M University, the loss of 16,000 acres of wetland around Houston in the last two decades resulted in the equivalent to nearly 4 billion gallons in lost storm-water detention. The loss of natural prairies, which are highly permeable and act as sponges for storm-water, also decreased the region's ability to handle flooding. Government guidance says that the Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. Cherwell has failed to prove the existence of such exceptional circumstances. The plan is therefore both ineffective and not consistent with National Policy. There has been much talk recently of changing this policy under the (misinformed) view that it is not fit for the 2010s. It is argued that the modern green belt is often not green at all, but grey or beige, full of quarries, dumps and breakers' yards and that huge chunks are intensively farmed agricultural land that contributes rather than alleviates air pollution (through the ammonia emission of fertilizers). If that is the case, then surely the answer should not be to concrete the Green Belt over, but to make it greener, that is to say to restore it to its natural shape and purpose. For example, farmers could be required to adopt the practice of injecting rather than spreading manure in their fields as it is common in other European countries such as Denmark and the Netherlands in order to reduce emerging contaminants to the environment. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1361 5085 | 09/10/2017 | Mrs Lorna | Logan | | N |
| Comments | | | | | |
| Objects to PR3. These proposals are not consistent with NP because they don't take into account the detrimental effect that removing large areas of GB will have. These proposals fail to meet the test of soundness as defined in paragraph 182 of the NPPF. Oxford's LP has not yet been prepared so Cherwell's allocation of homes is premature & is not an appropriate strategy, & is unjustified. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1366 4438 | 09/10/2017 | Dr & Mrs Charles | Steiner | | N |
| Comments | | | | | |
| Object to PR3, losing Oxford GB. Proposal not consistent with NP. They fail to meet test of soundness as in Para 182 of NPPF. Losing GB will be detrimental. Oxford's LP hasn't been prepared yet, so CDC's allocation of homes is premature, is not an appropriate strategy & unjustified. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1368 4448 | 09/10/2017 | Helen | Allen | | N |
| Comments | | | | | |
| Importance of green spaces for mental health and the negative impact of loss of identity and sense of community through the merging of villages. GB serves many purposes and once given up can never be retrieved - housing need is no reason to destroy it. If more housing is need it should be built outside the GB, and surely the new housing in Bicester will go some way toward meeting Oxford's need. Oxford could also do much more to meet its own need. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1368 4445 | 09/10/2017 | Helen | Allen | | |
| Comments | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1371 | 10/10/2017 | J E | Bates | | | | | |
| 4452 | Comments | | | | | | | |
| <p>Deeply concerned about building such a vast number of home between Yarnton, Begbroke and Kidlington, as I feel irreversible harm will occur to the rural identity of these villages and the increase in traffic on already congested transport networks. These areas are used extensively by people enjoying the countryside - once lost this can never be replaced. The closure of Sandy Lane to through traffic is untenable as it is a busy and vital link between the three communities. The field alongside Rowel Brook can become a flood plain in bad weather, and the proposed 50m wide strip of land to be left between the brook and the development will not cope with he additional problem of the adjoining area being covered in buildings and railways. All of this is to cover a problem that is not a problem of Cherwell District Council and the unmet housing needs of Oxford are unproven: recent government reports indicate that less housing is required than has been estimated by the city. I strongly oppose the development: it will produce a large urban sprawl losing the individuality of three thriving communities and destroying an area of natural beauty. Do not believe that there is the need to do so as Oxford has brownfield sites which are suitable.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1372 | 10/10/2017 | Norman | Bates | | | | | |
| 4453 | Comments | | | | | | | |
| <p>Deeply concerned about building such a vast number of home between Yarnton, Begbroke and Kidlington, as I feel irreversible harm will occur to the rural identity of these villages and the increase in traffic on already congested transport networks. These areas are used extensively by people enjoying the countryside - once lost this can never be replaced. The closure of Sandy Lane to through traffic is untenable as it is a busy and vital link between the three communities. The field alongside Rowel Brook can become a flood plain in bad weather, and the proposed 50m wide strip of land to be left between the brook and the development will not cope with he additional problem of the adjoining area being covered in buildings and railways. All of this is to cover a problem that is not a problem of Cherwell District Council and the unmet housing needs of Oxford are unproven: recent government reports indicate that less housing is required than has been estimated by the city. I strongly oppose the development: it will produce a large urban sprawl losing the individuality of three thriving communities and destroying an area of natural beauty. Do not believe that there is the need to do so as Oxford has brownfield sites which are suitable.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1373 | 10/10/2017 | Lucy | Bates | | | | | |
| 4454 | Comments | | | | | | | |
| <p>Deeply concerned about building such a vast number of home between Yarnton, Begbroke and Kidlington, as I feel irreversible harm will occur to the rural identity of these villages and the increase in traffic on already congested transport networks. These areas are used extensively by people enjoying the countryside - once lost this can never be replaced. The closure of Sandy Lane to through traffic is untenable as it is a busy and vital link between the three communities. The field alongside Rowel Brook can become a flood plain in bad weather, and the proposed 50m wide strip of land to be left between the brook and the development will not cope with he additional problem of the adjoining area being covered in buildings and railways. All of this is to cover a problem that is not a problem of Cherwell District Council and the unmet housing needs of Oxford are unproven: recent government reports indicate that less housing is required than has been estimated by the city. I strongly oppose the development: it will produce a large urban sprawl losing the individuality of three thriving communities and destroying an area of natural beauty. Do not believe that there is the need to do so as Oxford has brownfield sites which are suitable.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1376 | 10/10/2017 | Fay | Curtis | | | | | N |
| 4463 | Comments | | | | | | | |
| <p>Objection to PR3 to remove land from the Oxford Green Belt. GB around Kidlington and Yarnton preserves open spaces appreciated and enjoyed by local residents, and protects historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and unmet housing need is not a reason for building on it. The plan is therefore ineffective and not consistent with national policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1379 | 10/10/2017 | Tim | Del Nevo | The Friends of Cutteslowe & Sunnymead Park | | | | N Y |
| 4470 | Comments | | | | | | | |
| <p>The proposal is not justified because it is not reasonable to plan to help meet the unmet need of a neighbouring authority (Oxford City Council) where that Council has yet to fully assess its unmet need. This is particularly relevant in the light of new methodology which suggests that Oxford's supposed unmet need is significantly overstated. The proposal is not justified because it does not meet the requirements of the NPPF on protecting Green Belt land. The land on PR6a & PR6b is very important in preventing urban sprawl, preventing towns from merging, protecting the countryside from encroachment and preserving the setting and special character of historic towns. The proposal does not take sufficient account of the damage that removing this Green Belt land would have. The proposal is not justified because the key exceptional circumstances as put forward by Cherwell are not valid. The proposal is not effective in terms of protecting an important park which lies on the border of Oxford City and Cherwell. The proposals put forward to protect the park can not be seen as deliverable. The proposal is not effective because it is not the most appropriate strategy. There are other sites within Cherwell which would not result in loss of valuable, high-performing Green Belt land. We would be grateful if the Inspector could visit the park please.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>To represent the interests of the users of Cutteslowe Park</p> | | | | | | | | |
| PR-C-1380 | 10/10/2017 | Gordon | Henning | | | | | N N |
| 5842 | Comments | | | | | | | |
| <p>PR3 is not sound because it is not consistent with the NPPF. PR3 is not justified because the information presented supporting removal of areas from the Green Belt is not convincing. Greenbelt is irreplaceable. Destruction of Green Belt affects future generations as well as the current one. Paragraph 5.40 provides an unrealistic alternative to the loss of Green Belt. Planning release of Green Belt for development is unacceptable. It is not likely to be effective in dealing with Oxford's unmet housing need for the reasons provided in relation to PR6a and PR6b (see rep). PR3 may have a negative effect on the Green Belt by leading to a domino effect with increasing likelihood of more plans for destruction of other parts of the Green Belt. This is particularly likely where the proposed boundary of loss of Green Belt does not correspond to a well-defined feature.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>The Local Plan should be re-written without alteration to the existing Green Belt.</p> | | | | | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1381 | 10/10/2017 | Caroline | Johnson | The Harbord Road Area Residents Association | Y | Y | N | Y |
|------------------|------------|----------|---------|---------------------------------------------|---|---|---|---|

4472

Comments

Policy PR3 states that the reduction of Green Belt land in the proposed submission plan is only 3%. However, this 3% is concentrated in a small geographical area so the effect is much more damaging than this figure would suggest. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Proposing such a relatively high proportion of land to be removed from the Green Belt would fail to meet this fundamental aim and the five purposes of Green Belt land, as set out at paragraph 80 of the NPPF. We oppose the removal of this Green Belt land. In particular we oppose the removal of the Green Belt land in North Oxford (Draft Policies PR6a & PR6b) because this land performs strongly against the purposes of the Green Belt. The areas covered by PR6a and 6b are part of what is known as the "the Kidlington Gap". This area of Green Belt has long been under pressure for development and most of it now forms the Northern Gateway site which Oxford City intends to develop, largely for commercial uses. Once Northern Gateway is complete, apart from a small piece of land, it is only Draft Policy Areas PR6a and PR6b which will separate the very large village of Kidlington from North Oxford so the removal of these sites from the Green Belt would result in the virtual coalescence of these communities. Such extensive removal of Green Belt land would also erode the existing countryside setting of an internationally recognised City of historic, architectural and cultural significance. This potential merging of settlements and erosion of the countryside, would clearly be at odds with national Green Belt policy. There have been various assessments of the landscape value of Draft Policy Area PR6a (land east of Oxford Road). When the Department of Transport proposed the A40 North of Oxford Bypass (colloquially known as the Tin Hat Scheme) in the early 1990s this entire area was designated an "Area of Great/High Landscape Value". The land owner (Christ Church) has adopted a policy of benign neglect allowing the vegetation along the A4165 to largely obscure views from the road. However, the views across the Cherwell Valley are still of high landscape value. A factor that has been overlooked by Cherwell is that they are also highly accessible areas of countryside with Public Rights of Ways which are well used. Access to this area is often via Cutteslowe Park, Oxford City Council's largest park, which benefits from an open setting and countryside views due to this area of Green Belt land. Cutteslowe Park is used by tens of thousands of visitors each year and each one has the opportunity to enjoy this vast, high quality landscape which would be severely affected by development of PR6a. The Green Belt Study covering Draft Policy ArPR6b (Land Parcel Ref OXI) stated in relation to the golf course "Due to the proximity of Kidlington to Oxford the parcel plays an essential role in preventing the erosion of the physical and visual gap between the settlements" and "adds a rural character to Oxford's setting at close proximity to the City". Cherwell's Proposed Submission Plan July 2017 states that "Protecting and respecting the identity of individual settlements is an important aim of the existing Local Plan's policies for the built environment". Proposing the removal of sites PR6a and PR6b from the Green Belt would seem to be at odds with this stated aim. We do not consider that the benefits of developing in this area would far outweigh the adverse effects of losing valuable agricultural land, a golf course and loss of and harm to the Green Belt. In fact it is clear that this Green Belt is extremely important in maintaining the rural setting of historic Oxford, preventing the virtual merging of communities and safeguarding high quality, accessible and well-used countryside. Oxford City's recent Preferred Options Local Plan consultation document looks to develop a further area of Green Belt land adjacent to PR6a. The cumulative effect of this has not been considered by Cherwell (or Oxford) and shows that the Councils have not demonstrated effective joint working on cross-boundary strategic priorities. We do not consider that Cherwell has effectively demonstrated exceptional circumstances and none of those listed are sufficiently exceptional to justify such a large release of high-performing Green Belt land on the edge of such an important City. There are alternative sites, outside the Green Belt, which have not been given due consideration as a result of Cherwell's blinkered and unimaginative solution of "dumping" a large proportion of the "unmet housing need" on Oxford's doorstep. It should also be remembered that the stated intention of this proposal is to provide houses (50% affordable) to meet Oxford's "unmet housing need" close to the source of that need. However, due to the proximity of the station and the nature of the sites it is widely acknowledged that it is more likely to result in expensive homes for London commuters. We do not accept the figures currently put forward by Oxford City council as "unmet housing need" and believe that they are based on the flawed premise of encouraging economic growth within a City which already has very low employment. Oxford could and should look to a different approach which would enable it to meet more of its own housing need. The Government's proposed new method for calculating Objectively Assessed Housing Need also indicates that the "housing need" for Oxford City has been significantly overstated. This provides further evidence that Oxford City's "unmet housing need" has been overstated. We consider that the proposals for removing land from the Green Belt, as set out within Draft Policy PR3, are not justified as such a relatively high proportion of development on Green Belt land is not the most appropriate strategy particularly considering that Oxford City is only at its Preferred Options stage of Local Plan preparation. Oxford City clearly does not yet know exactly how much land is available for housing development within its own boundaries. In light of this, we consider that the allocation of housing within Cherwell, to meet Oxford City's housing needs is premature and should be delayed until Oxford City has made further progress with its own Local Plan. Draft Policy PR3 is not effective as it does not take into account the potential cumulative impact of the proposed removal of Green Belt land in Cherwell and potential further removal of Green Belt land within the administrative area of Oxford City, as indicated within the City's Preferred Options Local Plan document. The policy therefore does not demonstrate, in this respect, the practice of effective joint working on cross boundary strategic priorities. Furthermore, Draft Policy PR3 is not considered to be consistent with national policy as it has not fully taken into account the detrimental effect such removal of land from the Green Belt will have and therefore fails to meet the tests of soundness as defined within paragraph 182 of the NPPF."

Changes Sought

We respectfully request that this Local Plan be rejected. Cherwell District Council should re-start the process once Oxford City's housing need has been properly examined and when Cherwell does this it should have due regard for the importance and functions of the Green Belt.

Reasons for Participation

We represent our members who live within Oxford City and who stand to be greatly affected by Cherwell's proposals. We live in and have knowledge of the area adjacent to the Kidlington Gap yet the attempts by Cherwell and Oxford City, to engage us in this process have been minimal.

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| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
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4483

Comments

This new development crosses the parish boundaries leaving a physical gap between Begbroke and Yarnton of approximately 50 metres. This has been referred to as a 'green corridor'. Yarnton is a village with a population of approximately 2,550 and Begbroke is a village with a population of approximately 780 based on the 2011 Census. There are approximately 1,350 houses in Yarnton and 390 houses in Begbroke. The proposals from CDC will be to build 2,480 new houses on the Green Belt land that currently separates our two villages. There is also only a small gap between this enlarged development and Kidlington, meaning in effect that the three villages are merged into one large conurbation with an estimated population upwards of 30,000. These proposals represent a significant incursion into green belt land. The government attaches great importance to Green Belts. Land designated as green belt under the National Planning Policy Framework (NPPF) is protected for a number of important reasons. The CDC Partial review highlights the importance of Green Belt in its own local plan and this is referred to in the partial review (section 5.32) referring to policy ESD14 of the existing Local Plan (2015). Yarnton and Begbroke are covered by "Policy Villages 1". Policy PR3 in the review document seeks to overturn these restrictions that only recently were regarded as vital and sacrosanct. This is to facilitate the removal of significant portions of green belt land without demonstrating any exceptional need to do so. Policy PR3 appears designed to pre-empt any future consultation or discussion on the expansion of the Begbroke Science Park, although the exact nature of this expansion will not be known until the local plan Part 2 is announced. It would seem however that the expansion of the Science Park is a foregone conclusion in the eyes of CDC.

Changes Sought

Reasons for Participation

To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes

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| PR-C-1387 | 10/10/2017 | Shoha | West | | | | N | |
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4486

Comments

Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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|------------------|------------|--------|--------|------------------------------------------------|---|---|---|---|
| PR-C-1397 | 10/10/2017 | Robert | Davies | Gerald Eve on behalf of Merton College, Oxford | Y | Y | N | Y |
|------------------|------------|--------|--------|------------------------------------------------|---|---|---|---|

4503

Comments

Policy PR3 is supported. However, at paragraph 5.39, under the description of PR3, it is stated that the site is ""not considered to be suitable for residential development but connectivity will be expected through the site to Oxford's Northern Gateway site to the south"". This element of the policy formulation is considered to be unsound. Merton College have commissioned work in respect of exploring the development potential of the site in detail including acoustic surveys which demonstrate that the site can accommodate some elements of residential accommodation alongside commercial uses in terms of a noise environment that could be created in this location close to the A34. Furthermore, it is considered that the site would serve to complement the neighbouring site allocations to the east and south, PR6b and PR6a (by Cherwell District Council) and the potential allocation (by Oxford City Council) of site 590 (to the north east of the Northern Gateway AAP area) within the City's advancing Local Plan, as it is a sustainable location for development. The site to the south of the boundary with Oxford City Council should not be treated in isolation. There should be sufficient flexibility to allow this land to come forward in isolation or as a more comprehensive scheme with the land to the south (site 590). Our client's landholding is suitable, appropriate and available for residential and/or commercial development and therefore the reference to the site not being considered suitable for residential development should be removed. The acceptability and appropriateness of any development proposal would be tested through the development of a planning application.

Changes Sought

Remove reference to site not being suitable for residential development.

Reasons for Participation

To enable the Planning Inspector to fully understand the key reasons why our requested amendment to the Local Plan is required to make the plan 'sound', and to facilitate a thorough examination of the issues.

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | N |
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5329

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in PR3 is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
| 4505 | Comments | | | | | | | |

The Church Commissioners for England (CCE) consider that the need to release some Green Belt land to meet the housing requirement is recognised and agreed. However, the evidence base sitting behind those sites currently identified for release under Policy PR3 does not sufficiently justify the current position in the draft Local Plan.

In terms of revising Green Belt boundaries, paragraph 84 of the NPPF states that ...“When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary”. In addition, the recently produced Housing White Paper states that: “We are also proposing that national policy would make clear that when carrying out a Green Belt review, local planning authorities should look first at using any Green Belt land which has been previously developed and/or which surrounds transport hubs”. Evidence Base document PR40 ‘Cherwell Green Belt Study (April 2017) and Addendum (June 2017)’ which builds on the previous 2015 County Council study, seeks to assess the potential harm to the Green Belt that could result from the release of land associated with sites submitted to CDC in response to its ‘call for sites’ in January 2016 and the November 2016 Options Consultation. However, the methodology used is ‘black box’ and the conclusions are subjective, making it difficult to understand how the various parcels have scored against the five purposes of Green Belt as defined by NPPF (Paragraph 80) or indeed how they have scored against each other. The Study should, therefore, be revised to include a full assessment of the sites against the five purposes of the Green Belt. The Church Commissioners would further comment that the published HELAA takes an inconsistent approach when assessing sites within the Green Belt. The HELAA was not published until August 2017 which is after the draft Local Plan was published for consultation. This document should have formed a key part of the evidence base when considering sites for allocation but instead the assessment of the Green Belt sites has been heavily influenced by the draft allocations within the Local Plan. CCE question the objectivity of this evidence base document in relation to the Green Belt sites in terms of content and are concerned by the timing of its publication. It is also unclear how CDC have utilised the findings of the various published Green Belt studies to identify the release of the sites as now proposed under Policy PR3. There is a significant gap in the evidence base regarding the selection of these sites and the reasoning why these are preferred to other options. For example, Para 4.20 of the 2017 Study considers the possibility of the release of land at Islip for a new settlement with development in this location determined as ‘potentially retaining a degree of distinction from the core of the existing settlement, with only land to the north of the railway line being released. The Cherwell valley floodplain strengthens separation from Kidlington’. However, there is nothing published to justify why this option was rejected in preference to releasing ‘fragile Green Belt’ sites around the Yarnton/Kidlington/Begbroke area. One of the key purposes of Green Belt is ‘to prevent neighbouring towns merging into one another’ (NPPF, Para 80) yet proposals under Policy PR3 will see the gap between the villages of Kidlington, Yarnton and Begbroke almost entirely eroded. While NPPF Para 80 refers to towns; as recognised within document PR40 (Para 3.18), the separation of smaller settlements is also considered relevant to Green Belt purposes. Para 4.16 of the 2017 Study states that ‘if environmental assessment determines that this land lacks significant value then a case could be made for accepting the coalescence, or near-coalescence, of settlements’. However, this case has not been made within the evidence base documents and therefore it cannot be determined that the most appropriate strategy is being pursued as the reasonable alternatives (i.e. a new settlement at Islip) have not been sufficiently explored. Soundness - The Green Belt reviews in isolation do not support CDC’s position at Policy PR3 and there is a significant gap in the evidence base and thus a thorough exploration of the reasonable alternatives is required. The Council needs to justify its approach for focusing so much of the new development in one area. The evidence base prepared to support Policy PR3 is not sufficiently robust to justify the approach taken to release the Green Belt sites in the locations proposed in the draft Plan and further work should be undertaken to justify any such release, including a thorough exploration of the reasonable alternatives. The Plan is not justified and fails this test of soundness. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area and, therefore, there will likely be an impact on market delivery with the target housing delivery of an additional 4,400 units by 2031 unlikely to be achievable. The Plan is not consistent with national Policy as a full and robust assessment of Green Belt land and sustainable development has not been undertaken.

Changes Sought

A more thorough Green Belt Review is required which should include a full assessment of the sites against the five purposes of the Green Belt. The additional work needs to explore and justify why the Council has chosen to pursue development at these Green Belt sites which will see the coalescence of three existing settlements over other more suitable development options. In addition, more detailed consideration needs to be given to the scope to release Green Belt land around Islip, as identified on the attached Plan. The release of this land would not harm the five purposes of including land within the Green Belt and would assist in distributing the provision of new homes across the District, thereby reducing the impact on infrastructure in only one confined area. New development at this location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR3

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| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | N | | N | Y |
| 5352 | Comments | | | | | | | |

Policy PR3c removes GB status from the small wedge of land west of PR6b and south of the railway, although no development is as yet proposed on this site. Once the GB designation is removed however, the site might in the future be capable of development under the terms of Policy PR12b, bringing the northward expansion of Oxford unacceptably close to Kidlington. It is proposed to remove GB designation from the Water Eaton Park and Ride/Parkway site PR3d. KPC fear that this could pave the way for a wider range of additional buildings, reducing the open character of the site, further weakening the break in development between Oxford and Kidlington, and adversely impacting on the separate identity of Kidlington which is fundamental to the adopted Kidlington Masterplan and the Local Plan.

Changes Sought

Retain Green Belt Policy on all the above sites, and do not allocate for development.

Reasons for Participation

KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report.

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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|------------------|------------|-----------|-------|-------------------------------------------------------------------------|---|---|
| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | N | Y |
|------------------|------------|-----------|-------|-------------------------------------------------------------------------|---|---|

5351

Comments

Successive strategic plans in Oxfordshire have confirmed that: * Oxford's growth should be constrained, reflected in the introduction of a Green Belt of 6.5- 10km width around the City. • An alternative strategy of Country Towns should disperse both housing & economic growth through the County. The current SEP identifies the need for growth at both Science Vale (S of Oxford), Oxford & within the Oxfordshire Knowledge Spine which extends to include Bicester & Kidlington lies within the latter zone. Employment allocations & a commitment to consider additional expansion of employment sites W. of Kidlington are already addressed in the Adopted CDCLP & the 2016 SPD Masterplan for the village. The Country Town strategy is therefore not incompatible with the SEP, the Adopted CDCLP & the adopted DPD (Masterplan) for Kidlington. Refers to the principles of the GB. Refers to para. 034 of National Planning Practice Guidance (Stage 5 HELAA). Exceptional circumstances have not been demonstrated in relation to the scale of need that should be accommodated in Cherwell District. All the proposed sites are categorised as scoring high or moderate/high in importance in the GB study, in respect of preventing neighbouring towns merging into each other (See Figure 4.3 Oxford Green Belt Study 2015). They should be excluded from further consideration for new development & consistent with the findings of the Oxford City Preferred Options Local Plan. The Cherwell GB study 2017 downgrades the importance of some of the sites & scores land south of the railway & land west of Kidlington high in terms of harm. Substantial reduction of the GB is wholly incompatible with the strategic need for a GB. The effects of the planned allocations would be to reduce the width of the GB between the expanded settlement of Oxford & Kidlington to less than 1Km in places, in a location where much of the intervening gap is occupied by transport infrastructure. This is far too small when the separation is between two large settlements, & does not provide a meaningful GB in the terms set out in the NPPF. Only 14% of Cherwell District is subject to Green Belt policy – but KPC consider that land within the GB, as supported by the NPPF, should be seen as the last resort for new development, when all other options have been proven to be unsuitable. While it is appreciated that Kidlington is a convenient direction of growth for Oxford, KPC does not consider that the necessity for development here has been justified. KPC also finds the arguments set out in 4.16-4.17 of the Green Belt Study 2017 under the heading of 'Fragile Green Belt' are specious. To state that a case can be made for coalescence, whilst accepting the vulnerability & importance of the remaining gap, ignores one of the fundamental objectives of national Green Belt policy. KPC welcomes the retention of GB designation on sites north of Kidlington, including land between the village and the River Cherwell, & the absence of development allocations in this area. Development north of Kidlington would have severe adverse impacts not only on land important to the integrity of the GB & the character of the area, but would be likely to increase traffic movement through Kidlington, exacerbating existing problems of congestion and poor air quality. KPC also welcomes the retention of Green Belt designation on Frieze Farm site. Complete opposition to the release of any land in the Green Belt which has been found to have a high or moderate high score when assessed against the essential Green Belt functions set out in the NPPF.

Changes Sought

Delete references to removal of sites PR3c, PR3d, PR6a, PR6b, PR8 from the Green Belt.

Reasons for Participation

KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report.

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| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | N | Y |
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5360

Comments

Policy PR3c removes GB status from the small wedge of land west of PR6b and south of the railway, although no development is as yet proposed on this site. Once the GB designation is removed however, the site might in the future be capable of development under the terms of Policy PR12b, bringing the northward expansion of Oxford unacceptably close to Kidlington. It is proposed to remove GB designation from the Water Eaton Park and Ride/Parkway site PR3d. KPC fear that this could pave the way for a wider range of additional buildings, reducing the open character of the site, further weakening the break in development between Oxford and Kidlington, and adversely impacting on the separate identity of Kidlington which is fundamental to the adopted Kidlington Masterplan and the Local Plan.

Changes Sought

Retain Green Belt Policy on all the above sites, and do not allocate for development.

Reasons for Participation

KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report.

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|------------------|------------|------|---------|--------------------------------------------------------|---|---|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | N | N | Y |
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5303

Comments

Object strongly to the proposal to remove land from the Oxford Green Belt. The Green Belt around Kidlington is mainly pleasant and unspoilt countryside with many well-used footpaths and 'green spaces'. It is much appreciated and enjoyed by large numbers of local residents. 5.4 Kidlington does not have many green spaces within it, and no park, and the surrounding Green Belt helps to compensate for this. The Masterplan SPD notes that Kidlington's distinctive character is as a 'village set in the landscape' and specifically seeks to enhance that. 5.5 Kidlington Masterplan. The submission document does not sufficiently take into account the recently adopted Kidlington Masterplan SPD which is written on the basis that the surrounding Green Belt remains fundamentally unchanged. In particular we draw attention to the objective to strengthen Kidlington's distinctive character of a 'village set in the landscape' and the objective to 'protect and enhance Kidlington's landscape and biodiversity assets'. 5.6 Above all, the Green Belt exists to protect the historic city of Oxford from the effects of over-development as is acknowledged in the adopted Cherwell Local Plan. Government guidance states that Green Belt is a permanent designation and that the existence of Green Belt is a reason not to meet objectively assessed need in full. It also states that unmet housing need is not a reason for building in the Green Belt. Cherwell Council has made no allowance for this in the submission plan. All of the Green Belt around Kidlington contributes to the purposes set out in the NPPF as has been shown in local studies. Government guidance and Cherwell's existing policy to protect the Green Belt should be upheld. 5.7 As argued above, the pressure for release of Green Belt land for housing results from the City Council's apparent and damaging strategy of attempting to direct employment growth towards and within Oxford. There are alternatives such as a continuing strategy of dispersal as outlined above. The city council could do much more to meet housing needs within its own boundaries such as making better use of previously developed land in Oxford and using some protected employment sites in the city for housing instead. 5.8 Exceptional circumstances (para 5.17). We do not consider that exceptional circumstances for release of Green Belt have been demonstrated because (1) the 'unmet housing need' for Oxford has not been proved (2) nor has the inability of Oxford to meet its own needs and (3) realistic alternatives to building in the Green Belt exist. 5.9 Paragraph 5.41 implies that the Green Belt boundaries established by this plan are not necessarily intended to endure beyond the life of the plan. This is contrary to national planning policy (NPPF). It is also premature to make major changes to Green Belt boundaries, as proposed in this plan, prior to the joint Oxfordshire plan referred to in para 5.41.

Changes Sought

Green Belt land should not be released. The real housing need for Oxford should be re-assessed as described earlier. An alternative spatial strategy should be established to protect the Green Belt and to protect Oxford from over-development. The plan should be withdrawn so that these matters can be addressed.

Reasons for Participation

"We (Kidlington Development Watch – KDW) consider this is necessary because of our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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5368

Comments

Detailed comments are provided in relation to transport including traffic generation, modes of transport, and the Park and Ride. The proposals in Submission draft policy PR3b to remove the Park & Ride and Oxford Parkway station from the Green Belt appear to endorse/facilitate the County Council's consideration of extending the Park & Ride site at Water Eaton. This is also endorsed in supporting paragraphs 3.63 and 5.46. However, plans to extend the Water Eaton Park & Ride contradict the County Council's own preferred strategy of locating new capacity away from edge of city locations. Section 2.3 of the Oxford Park & Ride Future Strategy Development – Final Report (PR 37) sets out that: 'Morning arrivals at the Peartree, Oxford Parkway, Redbridge and Seacourt P&R sites contribute, in particular, to traffic using the three A34 interchanges to the west of the city. Removing this demand through capturing those users further from the city would have an immediate positive impact on the Kidlington Oxford operation of the A34 and other roads it intersects as vehicles using the sites would no longer need to cross it. The OTS acknowledges that future housing and employment growth within Oxfordshire is set to further exacerbate congestion on the A34, the outer Ring Road and other corridors that feed into the city, unless traffic can be captured before it reaches them. The OTS concluded that the expansion of the current city-edge P&R sites to meet forecast levels of demand would add substantially to traffic levels on already congested routes, meaning those accessing the city via P&R would encounter significant traffic delays en-route to the P&R sites at peak times.'

Changes Sought

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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5370

Comments

Main objection to the use of this very large tract of land is that the theoretical capacity of the site was established at 8,731 dwellings in the Initial Sustainability Appraisal Report, which is not dissimilar to the 7,000 put forward by the developer at the time of the Local Plan. At that time, the proposal was rejected, and the Inspector ruled that the small scale local review for employment purposes (at Langford Lane and Begbroke Science Park) was reasonable, while strategic housing was to be located in Bicester, Banbury and Heyford which catered for the expected employment growth. It is not appropriate to use the pretext of meeting Oxford's unmet housing need to source new housing for Cherwell generated employment. This undermines the agreed strategy of the Local Plan. The Kidlington Masterplan deals with minor non-strategic housing to meet local needs. Detailed analysis provided. The closure of Sandy Lane to motorised traffic is undesirable. In 100 interviews conducted in Kidlington High Street, 8% of visitors came from Yarnton, and the closure of Sandy Lane would inhibit this trade. At the time of the Sainsbury's extension around 10 years ago, the Inspector accepted that Kidlington High Street's anchor stores were underperforming relative to average store floor spaces by £5m/year, and the Co-op anchor store has recently received planning permission to reduce its floor space. It is not the case that Kidlington has a thriving centre in which the loss of some trade from Yarnton would be unnoticed. For Yarnton Nurseries, 26% of their trade comes via Sandy Lane from Kidlington. This is unlikely to be made up for by allocations in the Yarnton area, as Kidlington would still be a far larger settlement. Other than the purely trading links, Sandy Lane provides a valued communal link which would not otherwise exist if such a direct link were severed. Would be happy to accept a much smaller scale of development on this site, one that reflects the originally sanctioned small scale 2ha increase in the Begbroke Science Park, with one primary school. But in terms of meeting the bulk of Oxford's needs, believes that there are better alternatives closer to the Northern Gateway that are less damaging in terms of the near coalescence of settlements, and more sustainable.

Changes Sought

Retain allocation of nature conservation areas, one primary school, remove allocation of 1,950 dwellings and secondary school. Remove existing proposed expansion of Begbroke Science Park. Remove references to and indicative map of station. Insert new policy with retained secondary school, and allocation of 200 houses, permitted 2ha expansion of Begbroke Science Park. Insert new station proposal linked by cycleway from a location at Lyne Road.

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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5363

Comments

The appraisal and choice of sites due to the weighting attached to the criteria in both the Green Belt Study and the Sustainability Appraisal result in skewed assessments that place heavy weighting on access to transport infrastructure and employment potential, and very little emphasis on harm to the Green Belt. Representations to Issues and Options stage included in references made. The allocation of sites has been made based very largely on the results of the sustainability appraisal, backed up by a very flawed Transport Assessment (see my Appendix 1 and below). This therefore supports my contention that neither the policy purposes nor the value of the Green Belt in contributing intrinsically to the sustainability of places for people to live have been adequately taken on board as part of a more complete assessment. Given that CDC accept the importance of local landscape, then that should have featured in a supplementary document of some sort, and weightings should have been given and sites reassessed. None of the criteria used in the latest assessment vary from the initial assessment, but applying my separate criteria, and using the rather blunt '+' and '-' scale used in the SA, the scores of each of the key sites are changed radically (see Appendix 1).

Changes Sought

Rewrite to reflect impact on Green Belt in the local areas.

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
| 5375 | Comments | | | | Not consistent with national policy. The allocations in Policies PR3, PR6A, PA6B, PR8, and PR12a by virtue of their location, scale, and likelihood to lead to future harm to the Green Belt, fail to demonstrate the 'very special circumstances' required to offset the protection against inappropriate development in the Green Belt, and the coalescence of settlements. | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | | | | | Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented. | | | |

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
| 5366 | Comments | | | | If the aim is to provide 1,180 houses in the area south of Kidlington, the least damaging locations would be at Stratfield Farm (site 49) and south of Gosford (sites 178, and HELAA 243 incidentally, a new site not identified at the Issues and Options stage). The two assessed sites have existing small allocations, but the theoretical capacity is far higher. The Initial Sustainability Appraisal (which excluded site 243) set these at 523 and 1,388 respectively. Allowing 3.2 hectares for a new primary school, probably best sited at the Gosford sites, and the 0.7 hectares identified for a cemetery extension in the Submission draft PR7a no. 3, the total net combined land available would be 34.26 + approximately 5 hectares of previously unidentified site HELAA 243. Adding in the existing allocation of 220 + 120, the total number of dwellings required to replace those not developed south of Oxford Parkway becomes 1,520. This represents an overall net density of 38.7 dph (1,520/39.26), which is lower than the 40 dph proposed in the submission draft in PR6a, less than the 45 dph proposed in Policy PR8 and less wasteful of Green Belt land than the 25 dph proposed in policy PR6b, or, to put the figures in greater perspective, withdrawing 60 hectares of land from Green Belt protection (Policy 6A, 6B) contributes 1,180 houses at a net density of just under 20dph. Detailed comments are provided in relation to the selection of alternative sites PR178 and PR49 and the Kidlington Masterplan. | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | PR3, 6a, 6b - Delete references to PR6a and 6b in PR3. Rewrite all references to sites in Kidlington gap, deleting allocations, setting out playing field allocation in land east of A4165. Allow mixed use on land identified within Policy 3c playing fields, residential allocation of 140 written as a new policy. PR7 a and PR7b - Increase allocation to 1,520 between these sites. Retain a small buffer area to the west of Stratfield Farm. Remove reference to playing fields. PR12a - Rewrite to avoid incentive for future allocations beyond those allocated in the plan, or delete. | | | | Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented. | | | |

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| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | Y | Y |
| 5389 | Comments | | | | The NPPF makes clear that the "Government attaches great importance to Green Belts" (para. 79). The NPPF continues to advise that: "When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary." (para. 84). The Council has clearly set out what it considers to be the exceptional circumstances which justify the release of Green Belt to meet the needs of Oxford City at paragraph 5.17 of the Plan. An important consideration in this circumstance has been the relationship of the proposed sites with Oxford City given the need for these allocations to effectively meet the needs of the City. It is clear from the process that the Council has been through in preparing the Local Plan Partial Review that the needs of Oxford City cannot be met in a sustainable manner without the release of Green Belt. This conclusion is supported by the Sustainability Appraisal prepared in support of the Local Plan Partial Review. As such it is considered that the proposed release of Green Belt is appropriate. Additionally, the Council has proposed to remove an additional parcel of land from the Green Belt and safeguard it beyond the Plan period. This is considered to be an appropriate response which adds greater flexibility to the Plan whilst also meeting the requirements of the NPPF in respect of ensuring Green Belt boundaries are capable of enduring beyond the Plan period. | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | | | | | Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public. | | | |

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| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | Y | Y |
| 5521 | Comments | | | | We support the recognition of the need for Green Belt release and consider the approach taken to be sound. | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | | | | | Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public. | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1406 | 08/10/2017 | Dr. Alan and Mrs Catherine | Dobson | | | | | N |
| 4512 | Comments | | | | | | | |
| Objection: - Proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National Planning Policy Framework. - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | | N Y |
| 5602 | Comments | | | | | | | |
| OBJECT to the proposals in Policy PR3 in particular. In our opinion, a better outcome would be achieved by reverting to the original Alan Baxter work, with a localized review of the Green Belt for housing, combined with a master plan for the village that funds and delivers regeneration, place-making and other community benefits. Our proposals at The Moors (PR14) are consistent with this, and this would also protect the villages of Yarnton and Begbroke, as well as urban sprawl in the Kidlington Gap. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Following the precautionary principle, the Plan should start from the assumption that key strategic components of the Green Belt are considered sacrosanct. These components are identified by LUC (i.e. high impact) and include the Kidlington Gap and Begbroke Gap; acknowledging that some development may be acceptable where there are special locational advantages that only the Gaps offer (e.g. for the University or inward investment), or where the resultant development does not significantly impact on the integrity of the Gaps or their permanence. We note that paragraph 1.19 of the draft Plan records the LPP1 Inspector's advice that Oxford's unmet need must be considered within the context of a "countywide housing market area". It is difficult to see the case for the loss of strategically important Green Belt given this context. Cherwell need to repackage and represent the need for a strategic review of the Green Belt and also take a comprehensive approach to include University and inward investor needs given that the prospect of a further Green Belt review is unlikely for a generation. | | | | We confirm that we wish to attend the examination in public. | | | | |
| PR-C-1418 | 10/10/2017 | Glenda | Abramson | | | | | N |
| 4534 | Comments | | | | | | | |
| Is opposed to the proposed Green Belt allocations mainly because CDC has not proved the exceptional circumstances required to build on a GB, nor has it proved Oxford's "unmet need". Use of the GB for development should be the last resort, if at all. The impact of this proposed "sprawl" on the environment would be massive, with extra cars on roads that are unable to sustain what already exists. This is true also of the existing infrastructure as a whole. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1420 | 10/10/2017 | Bob | Hessian | Weston on the Green Parish Council | | | | N |
| 4537 | Comments | | | | | | | |
| Objection to Options A and B as National Planning Policy states that a local planning authority should regard the construction of new buildings as inappropriate in GB. The policy lists exceptions but these exceptions do not concur with the exceptions that Cherwell are listing. Limited infilling in villages, and limited affordable housing for local community needs may be acceptable but the proposals put forward by CDC for Kidlington, Begbroke and Yarnton cannot be considered as "limited" and therefore do not meet that criteria. The fundamental aim of GB Policy is to prevent urban sprawl by keeping land permanently open – the CDC proposals would considerably increase urban sprawl - with the villages of Kidlington, Yarnton and Begbroke coalescing and thereby destroying their individual identities. CDC lists "Oxford's urgent and pressing housing need" as an "Exceptional Circumstance for GB development". We accept that there is a need for more affordable housing in Oxford but the figures quoted in the document have been suggested by others as being inaccurate and exaggerated. It is unclear as to which target population this proposed housing is meeting. Ideally it should be for residents who wish to live and work in Oxford. Current stock is already being used by people who commute to outside the area and there is no legislation in place to prevent that. Oxford City Council has not fully explored ALL possible solutions to create more housing within the city. They have shown an unwillingness to build at higher densities and a reluctance to use Compulsory Purchase Orders to acquire land and buildings that have remained derelict or where landowners have resisted requests to release land for building. Given the serious traffic issues that arise from development outside the Oxford city area which is contrary to the requirement of sustainability in the NPPF, it is incumbent on the Oxford City Council to reconsider strategies to satisfy the housing need within its own boundaries before using GB land. CDC lists the "improvement of transport infrastructure in the north Oxford / A44 / A4260 corridor areas" as another "Exceptional Circumstance for GB Development" These routes are already heavily congested and additional housing in these areas will exacerbate the situation. There is insufficient information and data available to show that the County Council's A44/A4260 Corridor Study and its proposals are achievable both physically and financially. It appears to push the traffic and transport problem into other parts of Oxford. It follows from the above that Policies PR8 & PR9 (Development in Begbroke & Yarnton) are Unsound as the sites are in the Oxford Green Belt and the above arguments apply. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1421 | 10/10/2017 | Hilary | Palmer | | | | | |
| 4539 | Comments | | | | | | | |
| Object to policy to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents, and protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | | N Y |
| 4546 | Comments | | | | | | | |
| The reasons given for removing land from the Oxford Green Belt (Policy PR3) in order to accommodate housing on behalf of Oxford City are not effective or consistent with National or Cherwell District Council Policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector. | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1427 | 10/10/2017 | Christopher | Villiers | | | | | |
| 4553 | Comments | | | | | | | |
| <p>Almost all the new houses are planned to be built in Oxford's GB. Particular concern with the 1,180 houses envisaged for the land between Cutteslowe Park and Banbury Road and for North Oxford Golf course. Your own Local Plan states in connection with Oxford's GB that it "was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area." It is clear that filling the gap between Oxford and Kidlington breaches all three reasons given above for having a GB. It would be not only an obvious 'urban sprawl' but it would fly in the face of one of the purposes of all GBs - i.e. to prevent the coalescing of existing settlements (Oxford and Kidlington). GBs are a permanent designation and thus are not the same as other green field land. Oxford is lucky to have one: many other cities of its size have no such designation of the land surrounding them and are thus subject to relatively unrestricted outward expansion. Unlike other green field sites, GB land can be built on only under exceptional circumstances. Various grounds claim this is a case where such 'exceptional circumstances' exist. In particular I quote Exceptional Circumstance 2: "Clear inability of Oxford to meet its (housing) needs." Even if one accepts that Cherwell has a 'duty to co-operate', this argument a) is incorrect and b) has been overtaken by events. It is incorrect in that Oxford City Council, whilst stating it has a housing shortage, is using some of its available land to create further employment opportunities rather than for new housing. This not only removes land which otherwise could be used for housing, but makes the situation worse in that more demand for housing (and other infrastructure) is created by those who will take the new jobs. The event which now renders this whole review at the very least questionable is the emergence of new methodology to determine the county's 'unmet need' for housing. The demand for new housing for the whole county has been reduced by 30%, while Oxford City's need has been slashed by 50%. These new figures, while still high, are a lot more realistic than the previous ones which seemed to have been developer led. It means that the City need no longer rely on the District Councils to meet its housing needs.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1430 | 10/10/2017 | Michael | Marshall | | | | | N |
| 4559 | Comments | | | | | | | |
| <p>Objection to Policy PR3 to remove land from the Oxford GB. The GB around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The plan is therefore ineffective and not consistent with National Policy. Oxford City should look to its own open spaces within the ring road first, such as: - Cowmead Allotments off the Abingdon Road (A4144). - Oxford Golf Club (off Hill Top Road). - Open land between Osney Mead (behind the industrial estate) to Grandpoint. - Open land at Marston off the B4495. - Open land south of the Botley Road stretching out to the Ring Road (A34). Oxford may cite that the land between Botley and the Ring Road is in the Flood Plain – well so is Kidlington - a flood alleviation scheme is planned for Botley. These large pockets of land could accommodate all of the 4,400 houses within the City boundary without destroying the GB around the north of the city. This should take precedent and Oxford should be compelled to utilize land within the City first.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4573 | Comments | | | | | | | |
| <p>Green Belt Oxford CC supports the position that there are exceptional reasons for development within the GB (Policy PR3). Both councils have used the same methodology in reviewing the GB (which also aligns with the GB work undertaken under the Growth Board). This is helpful to ensure a joined up & consistent approach across the planning areas in addressing this strategic issue.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1437 | 10/10/2017 | Cllr Paul | Buckley | Councillor for Wolvercote and Summertown Division of Oxfordshire County Council | Y | N | N | Y |
| 4586 | Comments | | | | | | | |
| <p>PR3 proposes removing large areas of land from the GB in order to provide housing. It is clear Nation Policy that this can only be justified in the most exceptional of circumstances. The Partial Review & its accompanying documents do not provide convincing justification. The issues at stake vary a little between the different GB sites threatened. The Reps focuses on land covered by PR6a & PR6b, since they impact most especially on my constituents as County Councillor. Describes the location of PR6a and its relationship to the countryside and its surroundings including site's visibility and its part in defining the character of the area. Refers to this part of the Oxford GB having served its purposes extremely well over the years; safeguarding the open countryside, preventing Oxford sprawling north & swallowing up Kidlington, & preserving the historic character of Oxford as a discrete city. Notes that removing land from the GB will undo this and result on a classic example of urban sprawl. This would be in clear breach of NP, & unacceptable to the community I represent, that borders the land concerned. Implementing PR6a in its present form will be to disregard the NPPF intention that, when drawing up a Local Plan 'authorities should consider GB boundaries having regard to their intended permanence in the long term'. Similar considerations apply to the land covered by PR6b. Describes the site's amenity role for over 100 years. Considers that its use for house building would be considered a tragedy by local residents. Oxford & Kidlington would have been merged, contrary to the aims of the GB, & again in conflict with NP. No doubt PR3 is based on judgements made in the LUC GB Study about the relative amounts of damage to the purposes of the GB. But these judgements are mostly subjective. Notes that the LUC study grossly under-estimates the damage to be caused to the character of the N Oxford/Kidlington gap by implementing PR6a & PR6b, especially the de-facto merging of Oxford & Kidlington that would result. Refers to LP1 PR para 5.17 points 1 and 3 as weak arguments. Does not dispute the exceptional need for more housing, especially affordable housing, to meet Oxford's needs but for reasons highlighted in comments on PR 1(a) & PR2, Cherwell District & the PR6a and PR6b sites in particular, are not effective, sustainable locations for providing this housing. Therefore the 'exceptional need' justification is spurious in this context, & the sustainability justification does not bear scrutiny.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>Policy PR3 must be re-considered, and changed at least to remove reference to the land covered by PR6a and PR6b. If it really proves impossible to negotiate a substantial reduction in the figure of 4400 homes to be provided by CDC, then CDC should remove the need to use Green Belt land, by proposing brownfield land instead (available at the Shipton on Cherwell quarry), in order to be consistent with national policy.</p> | | | | <p>Because the need to change Policy PR3 needs to be emphasised.</p> | | | | |

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| PR-C-1439 | 10/10/2017 | Sharon | Yendle | | | | | N |
| 4593 | Comments | | | | | | | |
| <p>Objection to remove land from the Oxford GB. The GB around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The plan is therefore ineffective and not consistent with National Policy.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1442 | 10/10/2017 | Tim | Lund | Oxford YIMBYs | Y | Y | N | N |
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4604

Comments

We very much welcome that, per 5.13, the "strategy is Oxford specific; to provide homes where people can most readily connect to Oxford and sustainably access the city's employment areas, its universities and its services and facilities". This readiness to co-operate with neighbouring authorities is essential for coherent planning, and recognises the needs of both existing and future residents. The weakness of the plan arises from its acceptance of the current low densities of the area. The numbers of homes per hectare on the sites proposed in Table 4, around 20, are in line with those for existing 'fully developed' areas of Kidlington, but less than half in parts of Oxford, without any high rise development, and also without the outstanding existing and potential public transport options discussed in this plan. Planning for unnecessarily low densities means that new homes will, immediately via the open market, or over time as they are resold, be unaffordable by the keyworkers for whom they are meant. Measures to keep new homes affordable are welcome, but will be hard to maintain in the long run as long as there are not enough homes overall. The realism of para 5.13 should mean policies for Kidlington, Begbroke and Yarnton which allow the development of a new, distinct identities as local centres, so that they do not become low density dormitory suburbs, whether of Oxford or London. Higher densities should also apply to currently developed areas, in a way which works for existing residents, and reduce the area needed for new development. This would mean less loss of Green Belt, which will be welcomed by many, although this should not be an overriding objection. A gap between Oxford and these local centres risks undermining their connectedness with Oxford, as required by 5.13, so some Green Belt land will have to be re-designated. New policies suggested above for identities as local centres can offset this any loss in this regard. We strongly support policies for the encouragement of environmentally sustainable transport, such as the proposed new rail station at Yarnton, infrastructure required for rapid transport schemes, and better cycling facilities, especially allowing access to Oxford. Higher densities will also encourage walking, which is the most environmentally sustainable transport mode of them all.

Changes Sought

Reasons for Participation

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| PR-C-1447 | 10/10/2017 | Christopher | Hardman | Wolvercote Neighbourhood Forum | | | N | Y |
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4611

Comments

"WNF does not consider that the policy of building on the Green Belt has been based on an "objectively assessed" housing need, and therefore it has not been positively prepared nor justified. We question whether any housing to meet the unmet housing need should be built on the Green Belt without first exploring other ways of meeting Oxford's housing needs, for example by Oxford City Council using land within its boundaries for housing rather than for employment, and building homes at a higher density. The Government has recently put forward a new way of calculating objectively assessed housing need and this suggests that housing needs and therefore unmet housing needs have been wrongly calculated and overestimated. Oxford City Council has not yet prepared a local plan (it is only at the Preferred Options stage) so there is currently no estimate of how much housing it can provide itself and so the unmet need cannot be accurately determined. Proposing to build more homes under these circumstances is irresponsible and makes the plan unsound. WNF does not support building on the Green Belt. This policy is not considered to be justified, when alternatives as outlined above, are available. A survey which we carried out amongst Wolvercote residents indicated that almost 70% were against development on the Green Belt. A new community could be built on an existing brownfield site at Shipton on Cherwell quarry (site 19) as we proposed in our response to the Partial Review - Optional Consultation. This would involve developing the infrastructure, but could form a new self-contained community. A new station on the railway there would serve commuters to Oxford. Development there would have the advantage of not increasing the pollution and congestion of the roads immediately north of the city. The policy is not considered to be effective. The transport infrastructure could not cope with the additional traffic which building new homes on the Green Belt north of Oxford would bring. The currently approved developments at the Northern Gateway and at Barton will inevitably lead to increased traffic before the proposed developments could take place. The Green Belt has already been unacceptably reduced by development. The policy is not consistent with national policy as outlined in the NPPF, which rules that building on the green belt should only happen under "exceptional circumstances". It specifically rules outbuilding to meet an unmet housing need

Changes Sought

Reasons for Participation

Wolvercote Neighbourhood Forum would wish to be represented at the examination because we represent a large number of local people who will be affected by any development in Cherwell near to the northern boundary of the city.

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| PR-C-1449 | 10/10/2017 | Janet | Rowley | WYG on behalf of Barwood Development Securities Ltd | | | N | |
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4613

Comments

"These representations support the principle of the Green Belt Review in Cherwell District, and the subsequent removal of land from the Oxford Green Belt. Policy PR3: The Oxford Green Belt proposes the removal of land from the Green Belt for the allocated strategic development sites within the Proposed Submission Plan. This includes the removal of 10.8 hectares of land for the allocation of our client's site at South East Kidlington under Policy PR7a. In accordance with paragraph 83 of the NPPF, it is considered that the "exceptional circumstances" required for removal of land from the Green Belt have been demonstrated, as detailed within paragraph 5.17 of the Proposed Submission Plan. Although the removal of land at South East Kidlington from the Green Belt is supported by these representations, it is considered that there is an opportunity to release additional land above the 10.8 hectares currently proposed under Policy PR3, in order to accommodate a higher level of residential development, and so better address the sustainability concerns set out in the Transport Assessment and Sustainability Appraisal. The Concept Masterplan and Vision Document (Appendix A and B) submitted with these representations identifies a different proposed Green Belt boundary at the Site's southern extent, which demonstrates how a higher level of housing development can be sensitively brought forward, maximising the economic and social benefits of developing this Site, without having any further material environmental impacts or harm to the Green Belt or conflicting with the five main purposes of the Green Belt (NPPF Paragraph 80). The failure to maximise the opportunity now, creates issues of "unsoundness" as the plan does not meet the Framework tests for strong Green Belt boundaries, that will endure beyond the Plan period. Sports pitches do not fall within the definition of appropriate development contained within paragraph 89 of the NPPF. As such, they are by definition, inappropriate development, which requires "exceptional circumstances" for release from the Green Belt. It is contended, therefore, that the entire Site at South East Kidlington is proposed for removal from the Green Belt under Policy PR3, and the split between residential development and sports pitch provision formally established by a subsequent planning application. The current allocation under Policy PR3 is not sound, as it is neither consistent with national planning policy, nor effective in providing the most appropriate strategy for delivering Oxford City's unmet housing need. Extending the residential area further south would maximise the development potential of this Site within a location acknowledged as being the most sustainable for meeting Oxford's Unmet Housing Needs, in accordance with one of the Framework's key objectives to "significantly boost the supply of housing development" (paragraph 47). It is considered that this will also create a more logical and defensible future boundary to the Green Belt and the settlement of Kidlington, compliant with paragraphs 83 and 85 of the NPPF."

Changes Sought

Reasons for Participation

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| PR-C-1451 | 10/10/2017 | Peter A | Roper | | | | | |
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4615

Comments

"Object to houses being built on the greenbelt for the following reasons; It would impact heavily on the wildlife in the area. The green belt should be there for future generations to enjoy not paved over, these things matter to me because I have an interest in walking and in wildlife and I DO NOT want it to disappear. By continuously adding houses to the outskirts of Kidlington and joining up with other villages, Kidlington will lose its identity. There is no justification for building more houses and it would impact Kidlington considerably. It would increase the volume of traffic on the roads considerably, there is already enough traffic on our roads. It would also increase the levels of pollution even more with more cars on the road, which would be bad for the environment. It would stretch public services even harder, like doctors practices and schools. Once these houses are built there is no going back, the damage to our environment will be permanent. It is for these reasons that I hope this will not go ahead. I hope that you will consider my views and the views of everybody else who has protested against this."

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1455 | 10/10/2017 | Nicky | Brock | Carter Jonas on behalf of Mr M Smith and Mr G Smith | Y | Y | Y | Y |
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4619

Comments

This submission relates to land east of the A44, Yarnton which is located at the southern end of the proposed allocation; Policy PR8 - Land East of the A44 Proposed Urban Neighbourhood. The land is owned by Mr M Smith and Mr G Smith. The land is in agricultural use and it extends to some 11.81 hectares and is outlined in red on the attached plan. The Proposed Submission Partial Review proposes to deliver 4,400 new homes within seven residential development areas. Paragraph 8.60 states that delivering all 4,400 homes, or significantly more, in close proximity to Oxford and the villages of Kidlington, Begbroke, Islip and Yarnton will ensure that the new homes are located in areas with good access to medical services and open spaces for recreation. This approach is fully supported. Development of the land identified at Policy PR8 is a logical urban extension to the settlement in a location which is sustainable being located only a short distance from Oxford, from where the housing need arises. The development adjacent to the Begbroke Science Park will further support the sustainability of the site from the perspective of residents having the possibility of living and working in close proximity. The allocation of a strategic allocation brings with it a range of benefits including the ability of large scale development to delivery infrastructure such as schools and other facilities that might otherwise be unviable through a number of smaller developments to achieve the same housing need. Mr and Mr Smiths' land abuts the A44 to the west and as such Glanville Consulting have assessed the deliverability of an access from the allocated site onto the A44. They have concluded that an access onto the A44 would be deliverable and depending on the design of the site and how much of the allocation it serves will determine the access solution. A junction design could range from a left in left out junction to traffic lights or a roundabout. The exact solution will be a matter for discussion with Oxfordshire County Council as highway authority once the function of the junction is further understood. High level drawings showing how a left in left out option or a roundabout could be accommodated on the A44 frontage accompany this submission. The site is available and deliverable within the next five years. Map attached.

Changes Sought

None

Reasons for Participation

To support the Council in the allocation of the site.

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| PR-C-1460 | 10/10/2017 | Chris | Robins | | Y | Y | N | Y |
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4624

Comments

The areas of land proposed to be removed from the Green Belt pay insufficient regard to the need to prevent coalescence of communities. The remaining areas of Green Belt between Kidlington and the proposed extension of Oxford City, between Kidlington and Yarnton and between Yarnton and Begbroke have been narrowed to such an extent that for all practical purposes the communities of Kidlington, Yarnton and Begbroke will become coalesced with each other and with Oxford City.

Changes Sought

"In order to maintain a meaningful separation between communities, the areas removed from the Green Belt for strategic development sites should be revised as follows: Policy PR6a: removal of approximately 6.2 hectares of land as shown on map PR6a. attached to the original letter. Policy PR6b: this policy should be deleted Policy PR7a: removal of approximately 53 hectares of land as shown on map PR7a. attached to the original letter Policy PR7b: removal of 4.3 hectares of land as shown on Policies Map PR7b (unchanged) Policy PR8: removal of approximately 93 hectares of land as shown on map PR8. attached to the original letter. Policy PR9: removal of 17.7 hectares of land as shown on the map attached to the original letter PR9.jpg The additional land removed from the Green Belt should be revised as follows: Policy PR3a: unchanged Policy PR3b: unchanged Policy PR3c: this policy should be deleted Policy PR3d: this policy should be deleted Policy PR3e: approximately 14.7 hectares of land adjoining Begbroke Science Park should be removed from the Green Belt, but the boundaries should be revised as shown on map PR8, attached to the original letter. Two new areas of additional land should be removed from the Green Belt as shown on map PR7a. Attached to the original letter. These are: New policy PR3c: the area comprising Gosford Farm and Bramley Close New policy PR3d: a small triangle of land adjacent to the development site and between that site and the A34 Table 4 needs in consequence to be rewritten: North Oxford: Policy PR6a: 180 homes Kidlington: Policy PR7a: 1230 homes Policy PR7b: 100 homes Yarnton Policy PR8: 1610 homes Policy PR9: 530 homes Woodstock: Policy PR10: 750 homes Total: 4400 homes Note: the area covered by policy PR8 is misleadingly described in the submission plan as Begbroke, but in fact falls predominantly within the parish of Yarnton, and so has been described as such in revised table 4 above."

Reasons for Participation

"This submission raises an important issue as to whether, in the event of the removal of Green Belt land being found to be necessary, residential development could be allocated in a different manner so as to reduce detriment to the Green Belt and minimise the coalescence of communities."

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| PR-C-1461 | 10/10/2017 | Deborah & Jeffrey | Wright | | | | | N |
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5274

Comments

Cherwell claim that the total area of Cherwell that comprises Green Belt would fall from 14.3% to 13.9%. They also claim a 3% reduction in Green Belt. Whilst this is probably true, it is not reflecting the real change in affected areas such as Begbroke, Yarnton and Kidlington! Removal of parts of a building so extensively on Green Belt cannot be justified and will mean coalescence of villages. There are no exceptional reasons for doing so when alternative sites are available. Employment and housing are inappropriate developments of site PR3e. The Government attaches significant importance to Green Belts and their essential characteristics are their openness and permanence.

Changes Sought

Reasons for Participation

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| PR-C-1464 | 10/10/2017 | E J | Williamson | | | | | |
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4628

Comments

It seems that most of the 4,400 homes that CDC has been asked to provide are proposed to be built on the Green Belt (GB) between Oxford & Kidlington. The GB was set up to prevent the urban sprawl of Oxford City & protect the smaller out-lying communities from being absorbed into the city as had already happened with Cutteslowe, Headington Marston, Cowley, Islip, Wolvercote, etc. The GB has been faithfully preserved & together with its areas of natural beauty which can be enjoyed by all. It is protected by law & can only be released in 'exceptional circumstances'. Does not regard this as an exceptional circumstance. Kidlington has been chosen as being near to Oxford. However, since the new Oxford Parkway station opened the prices of houses in North Oxford & Kidlington have soared. Oxford wants 'affordable housing'. This is not likely to happen. With easy access to London now, new houses will be sought after by London commuters as well as people who work in Oxford. 4,400 new homes would nearly double the size of Kidlington. This would put an enormous strain on schools, health services, & transport. People working in Oxford would all have to travel south, increasing the already serious traffic congestion in the Banbury Road. The new Cutteslowe roundabout designed to improve the situation would once again be swamped. Some of the sites proposed are particularly unsuitable. Those in the northern part of Kidlington, particularly 27 & 14, which are near the river, & liable to flooding. This would mean people having to travel through the village in order to get to Oxford, & is totally unacceptable. The Banbury Rd through Kidlington is already a nightmare during the rush hour. Kidlington is a large village but is blessed with the GB, providing pleasant countryside, nature reserves, footpaths & walks. To destroy this would remove these benefits of village life for ever. Oxford has agreed to provide only 500 new homes compared with Kidlington's 4,400 & the other District Councils' allocations. Yet the Northern Gateway area, in Oxford's domain, is scheduled for industrial development, not houses. This will surely aggravate the housing situation rather than help it. The North Oxford Golf Course is a proposed building site (38 and 50) but why not the Southfield Golf Course in Oxford. Objects strongly to the proposals as they stand, & urge the CDC to reconsider its position.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1467 | 10/10/2017 | Terry | Tossell | | | | | |
| 5271 | Comments | | | | | | | |
| The Policy PR3 to remove land from the Green Belt is also not justified. There are no "exceptional circumstances" to warrant contravening the National Planning Policy Framework or the Government's own policy pledges or CDC's own local Kidlington Framework Masterplan. This proposal contravenes Government guidelines that insist that the Green Belt is a permanent safeguard to prevent the kind of urban sprawl that merges communities and threatens their special character. As such the plan is unjustified and inconsistent with national and local policy. A more detailed analysis is included in the rep - see Section 2 - "Green Belt must mean Green Belt" - discusses aims of NPPF, Government's election manifesto and Kidlington Masterplan. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1472 | 10/10/2017 | David | Tighe | | N | N | N | |
| 5223 | Comments | | | | | | | |
| Govt. Planning Policy states that development of the Green Belt (GB) should only be a very last resort in exceptional circumstances. CDC therefore must establish, as a minimum, that it has no other non-GB sites that it could use. It has failed to do so. CDC's own policy is that GB should be permanent. If allowed to go ahead this area will become a continuous urban sprawl covering Kidlington, North Oxford, Wolvercote, Begbroke & Yarnton. It cannot be right that these areas effectively become merged. Valuable high quality countryside of this GB land will be lost forever. Much of this is highly accessible & used for recreation, with habitats which support much flora & fauna. It will also adversely affect the rural setting of historic Oxford city. CDC's proposals are not consistent with National Planning Policy. They do not take account of the adverse effects of removing such a large area of GB land. I also understand that if GB boundaries are re-defined (as would happen if the GB areas are developed) Local Authorities should define boundaries clearly using physical features that are readily recognisable and likely to be permanent. This is not the case on the area to the east of the A4165 (Oxford Road) because there are no such features & therefore no eastern boundary. This could therefore lead to unrestricted sprawl of large built up areas - exactly what the GB is there to prevent. The proposals in respect of the Golf Club seem totally unrealistic/nonsensical i.e.. that the Golf Club is relocated a few hundred yards away at Frieze Farm. I have played at the Golf Club and know a number of the members. They would not move to a new site which consists of flat arable land at Frieze Farm. To develop this to an equivalent standard or even a tolerable standard would mean a huge investment and this will simply not happen. There are no funds available for this proposed relocation; the land owner of Frieze Farm has no desire or interest in having a golf course there; and the members of the golf club have no appetite to move there. It will not happen and any suggestion that it will is completely misleading | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1473 | 10/10/2017 | Debbie | Dance | Oxford Preservation Trust | Y | N | N | Y |
| 5220 | Comments | | | | | | | |
| Once established, Green Belt boundaries should only be altered in exceptional circumstances (NPPF, para. 83). OPT acknowledges that CDC has a legal duty to cooperate with neighbouring authorities; that Oxford cannot meet its housing needs from within its administrative boundary; & that consequently, a review of the Oxford Green Belt is justified in terms of seeking to meet that unmet need in sustainable locations close to the City. OPT notes also the exceptional circumstances listed at paragraph 5.17 in the Proposed Submission Plan. However, while these might be justified, regard must also be had to striking a balance between the requirement for housing & the obligation to preserve the special character of historic Oxford, one of the key components of which is its green setting and the separation between the City & surrounding towns and villages. In our view, if the Local Plan Examination eventually determines that there are exceptional circumstances sufficient to justify land being taken out of the Green Belt, then some compensation land should be provided, which provides publicly accessible green space & improves biodiversity, together with measures to ensure that this is permanent. In addition OPT would want to see higher contributions put towards enhancement of existing Green Belt & any new local areas of permanent open space as stated at NPPF Paragraph 81 " local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport & recreation; to retain & enhance landscapes, visual amenity & biodiversity; or to improve damaged & derelict land." | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | "OPT considers that there are important matters relating to the soundness of the plan that need to be discussed at the Examination and therefore wishes to reserve the right to participate at the Oral Examination. We take a forward thinking and positive approach to development, looking to influence change rather than stopping it. We are recognised as a professional and experienced voice, able to speak with conviction on matters relating to landscape, views and the impact of development on the city of Oxford and its green setting and surrounds, and are committed to ensuring that Oxford can continue to flourish and prosper, whilst protecting its historic character and setting." | | | | |

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| PR-C-1474 | 10/10/2017 | Leslie | Allen | | | | N | Y |
| 4638 | Comments | | | | | | | |
| The site marked PR3e is also a thinly disguised opportunity for industrial development within a housing scheme. In addition, there are developments in process immediately to the north of Begbroke - another science park at Langford Lane - so the village is rapidly becoming hemmed in on all sides. If the land was to be converted from 'agricultural' to 'building' land the value of it would increase dramatically to those who own it with no real benefit to the communities affected. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Wishes to participate in the oral examination | | | | |

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| PR-C-1476 | 10/10/2017 | Peter | Frampton | Framptons on behalf of E P Barrus | Y | Y | N | Y |
| 5228 | Comments | | | | | | | |
| DELETE | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | To participate in the Examination as to whether the Council has properly applied Green Belt Policy. | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1482 | 09/10/2017 | Chris | Dicks | | N | N | N | Y |
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4649

Comments

Green Belt and Exceptional Circumstances: The proposed plan has not demonstrated that exceptional circumstances justify the loss of green belt land. The NPPF is clear that neighbouring towns should not be merged by loss of greenbelt, that the historic setting of towns should be respected, and that countryside should be protected for current and future generations. The proposals contravene Cherwell District Council's own green belt policies set out in the Cherwell Local Plan. The method of calculating Oxford's unmet housing need has now been shown to be flawed, further weakening the case for building over green belt. This makes the whole basis for the proposed development legally questionable. CDC state there is a "clear inability for Oxford City to fully meet its own needs" - has this been demonstrated in the context of the revised calculation method? Do not feel it is proven, developments such as the Northern Gateway should be reconsidered for housing rather than unnecessary business parks. The stated sustainable transport improvements to Kidlington are totally unrelated to this development PR8, as noted access to the suggested station will be difficult from the east with the closure of Sandy Lane. The A44 will be worsened as a transport link, it is unsound to claim that supposedly improving it constitutes an exceptional circumstance to lose green belt, the development would make it much Cherwell Local Plan 2011-2031 (Part 1) - Partial Review – Oxford's Unmet Housing Need – Proposed Submission Representation Form worse. The inability of Oxfordshire County Council to undertake any road improvements without massive disruption (e.g. the recent Wolvercote/Cotteslowe roundabouts) will mean many months of delays before any small benefits are gained from improvements. The claim that the developments will provide improvements to open spaces and access to the countryside is clearly false. How can the loss of many hectares of open unspoilt countryside possibly be offset by the creation of a few small designated areas of "parkland"? The wellbeing of existing communities and those living in new housing will be harmed by loss of so much open countryside. This response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Yarnton Green Belt Campaign "BYG".

Changes Sought

For the reasons I have given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-1483 | 09/10/2017 | Richard | Tilley | Oxfordshire Badger Group | | | | N |
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4651

Comments

"Opposed to building on Green Belt and the subsequent loss of biodiversity and wildlife. • The Plan to build on Green Belt is unsound and not justified, as it offers no evidence that Oxfordshire Growth Board's figures for Oxford's housing needs are based on up to date, impartial research rather than estimates from potential developers. Growth Board figures used as the basis of the Plan need to be urgently reconsidered in view of recent changes to Government's methodology in calculating housing demand. • The Local Plan is unjustified and unsound in allowing housing and other development on Green Belt land. Oxford's long standing Green Belt was designed and designated to limit Oxford's outward growth. That limit has now been reached. If exceptions are now permitted to erode the Green Belt, there are no guarantees that more and more of Green Belt will not be built on in future. As the Plan destroys the existing Green Belt limit on Oxford's expansion, it must define and specify new limits, otherwise Oxford's growth is literally "unlimited." • The Local Plan is unsound, because whilst claiming to have considered the "wider context of growth and planning in West Oxfordshire and Aylesbury", it does not appear to take account of additional removal of Green Belt and extensive building developments elsewhere around Oxford, in Vale of White Horse District and especially neighbouring South Oxfordshire District which is scheduled to take the largest share of Oxford overspill. The Plan does not consider that Cherwell developments will contribute to a sprawling urban conurbation from Kidlington to North Oxford, and from Oxford southwards to North Abingdon, Radley, Culham, Berinsfield, Chalgrove and Didcot "Garden Town". Development in Cherwell cannot be viewed in isolation. • The Local Plan is disingenuous in claiming there will be no "harm to habitats and biodiversity" or that development plans can "conserve and enhance the natural environment". The construction of so many houses on green field, rural land and the further fragmentation and isolation of remaining green spaces will inevitably be detrimental to wildlife. Badgers in particular will lose much of their foraging and feeding areas on existing agricultural land. Sett colonies will be isolated and adversely affected as surviving green space come under increased recreational pressure and disturbance from a still larger population of people and their dogs. • The Local Plan fails to consider the impact of the greatly increased road traffic servicing 4,400 new houses on wildlife in general and badgers in particular. The increased probability of badger road casualties will further threaten this protected species. "

Changes Sought

Reasons for Participation

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| PR-C-1484 | 09/10/2017 | Nicole and Eugene | Brooks and Griffin | | | | | N |
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4652

Comments

Object - The Oxford Green Belt Policy PR3
Do not consider the proposed submission plan to be sound and do not see any valid reason for exceptional circumstances to justify removal of green belt land in the area.
The report that Oxford's unmet housing need is as high as stated in the plan has been thrown in to doubt with conflicting reports, and that new Government targets are significantly lower than this plan is based on. The plan is unsound and unjustified. It is being rushed through and not based on accurate figures.
The proposed plan for improving infrastructure in the area to support this level of development is nowhere near realistic on a physical or financial basis. It does not begin to address the problems that will arise in this area. The proposal of closing the road between Yarnton and Kidlington is not justified at all. The plan is unsound as the need has not been thoroughly assessed or understood and no effective solution has been put forward. There is no justification for removal of green belt land in this area based on these proposals.

Changes Sought

Reasons for Participation

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|------------------|------------|------|-------------|--|--|--|--|---|
| PR-C-1485 | 09/10/2017 | Emma | Worthington | | | | | N |
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4658

Comments

Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • I believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.

Changes Sought

Reasons for Participation

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|------------------|------------|------------|----------|--|--|--|--|---|
| PR-C-1486 | 09/10/2017 | Lawrence E | Coupland | | | | | N |
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4662

Comments

Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • I believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1488 | 09/10/2017 | Genevieve | Coupland | | | | | N |
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4670

Comments

Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.

Changes Sought

Reasons for Participation

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|------------------|------------|------|--------|-----------------------------------------------|---|---|---|---|
| PR-C-1489 | 10/10/2017 | Nick | Alston | GVA on behalf of Oxford Aviation Services Ltd | Y | Y | N | Y |
|------------------|------------|------|--------|-----------------------------------------------|---|---|---|---|

5254

Comments

Land in the western part of the site (the 'Western Development Zone') - see provided plans, is surplus to the airport's requirements. It has been earmarked by LOA for housing, employment, & a park & ride facility (the latter being a key piece of infrastructure referred to throughout the draft Local Plan, but for which land is not allocated). The adopted LPP1 does not provide a policy basis to support development in this part of the site. It is relevant to addressing Oxford's unmet housing needs therefore is a relevant matter for consideration as part of the partial review of LPP1. The airport has further areas of surplus land to the north west & north east of the site, however developing these areas is of a lower priority for the airport at present. Other Evidence: The same concern applies to other evidence base documents, including the draft Housing & Economic Land Availability Assessment (August 2017). Again this assumes that it is the entire LOA site being promoted for non-airport development (as opposed to just surplus land parcels). Accordingly the site is assessed to be not suitable or achievable for housing (due to the assumed loss of the airport) & not considered further. Assessing the site as a whole is too blunt an assessment & produces inaccurate results. The Western Development Zone is, in our opinion, suitable & achievable (see Enclosure 2 in full representation).

Changes Sought

Reasons for Participation

In order to make the plan sound, in the first instance we recommend that the SA is revisited and revised in respect to the LOA site. To assist, we have provided our own sustainability appraisal of the LOA site (using the Council's SA framework) at Enclosure 3. This clearly indicates that development being promoted at LOA would comprise a particularly sustainable option for the Council which would offer the opportunity to realise unique economic benefits alongside satisfying Oxford's unmet housing needs.

Secondly, and on the assumption that the Council's updated SA reaches similar conclusions to those at Enclosure 3, we recommend amending the plan to establish a policy position that supports the development of part/all of the Western Development Zone of the LOA site for housing, employment and a transport interchange (park and ride) facility. Refer to Enclosure 2 for further details.

Specifically this would include:

- Amending Policy PR3 to remove part/all of the Western Development Zone from the Green Belt
- Amending Policy PR4a to include specific reference to a transport interchange (park and ride) facility in the Western Development Zone of LOA
- Insert a new policy (PR10a) to allocate part/all of the Western Development Zone for housing, employment, and transport interchange uses.

"LOA is a significant economic asset which has a functional relationship with Oxford and ingenerating/meeting its unmet housing needs. Our concerns go to the heart of the soundness of the plan, therefore we request to participate."

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| PR-C-1490 | 09/10/2017 | Ian and Helen | Kingsley | | | | | N | N |
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4675

Comments

Objection to Policy PR3 Use of Green Belt. "Unmet Housing Need" does not outweigh the protection given to the Green Belt. Once established, Green Belt boundaries should only be altered in exceptional circumstances. The provision of 4400 number of houses will do unacceptable harm to the Green Belt which is essential in preventing the urbanisation of Oxford. The Green Belt not only restricts the sprawl of large built-up areas and preserves the character of the historic cities such as Oxford but it also protects neighbouring villages from being swallowed up/amalgamated by ever-expanding cities. It has been agreed in Local Plans that check Oxford's growth by surrounding the City with Green Belt designated land (between 6.5-10 km wide). CDC should not review the Green Belt boundary or allocated sites where the impact would be "high". Policy PR3c removes Green Belt status from the small piece of land west of PR6b and south of the railway, we believe the site could in the future be capable of development. The policy also removes Green Belt designation from the Water Eaton Park and Ride/Parkway site PR3d. We fear that this could pave the way for a wider range of development and reduce the separation between Oxford and Kidlington.

Changes Sought

Reasons for Participation

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| PR-C-1491 | 10/10/2017 | Marcus | Lloyd | | | | | N | N |
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4682

Comments

Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy.

Changes Sought

Reasons for Participation

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| PR-C-1492 | 10/10/2017 | Olga | Lascano Choperena | | | | | N | N |
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4685

Comments

Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1493 | 10/10/2017 | Valentina | Lloyd Lascano | | | | N | N |
| 4688 | Comments | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1497 | 09/10/2017 | Frances | Colles | | | | N | N |
| 4694 | Comments | | | | | | | |
| Very strongly object to policy PR3 in removing land from the Oxford Green Belt for the reason already stated. I am a biologist - we need to ensure that natural habitats are preserved for future generations needs and are not destroyed for ever. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1498 | 10/10/2017 | Mrs J | Wright | | | | N | N |
| 4697 | Comments | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. The essential characteristic of the Green Belt is their permanence. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1499 | 09/10/2017 | Mr P D C | Brown | | | | N | N |
| 4701 | Comments | | | | | | | |
| The 'exceptional circumstances' listed in the plan for encroaching on the Green Belt speak of "clear economic and social relationships that exist between Oxford and Cherwell's local communities at Begbroke, Yarnton, Kidlington and at Gosford and Water Eaton, and the clear potential to develop these relationships" without in any way stating what these economic and social relationships are. Begbroke and Yarnton have their own churches, their own village halls, their own pubs, their own parish councils; they are separate villages. They are only united now in their opposition to this plan to join their villages together and merge them into one. It is ridiculous to claim a knowledge of 'social relationships' when so little regard is being paid to the views and wishes of those involved. Kidlington is another place, joined to Begbroke and Yarnton by the tenuous link that is Sandy Lane which the plan proposes to close. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1503 | 09/10/2017 | David | Burridge | | | | N | N |
| 4726 | Comments | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. Kidlington will become part of a vast urban sprawl encompassing north Oxford, Cutteslowe, Wolvercote, Begbroke, and Yarnton. With regards to the housing being proposed between Cutteslowe and Kidlington it seems perverse to build on Oxford Green belt in order to provide commuter housing for London. In the process destroying the green entrance to Oxford, providing limited increase in local housing, loss of leisure amenities, increased pollution and loss of the green lung separating Oxford and Kidlington. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1504 | 09/10/2017 | Christine | Lodge | | | | N | N |
| 4728 | Comments | | | | | | | |
| Policy PR3 proposes the release and use for building of green belt land around Kidlington. These important green spaces should be retained for the use of all as indicated in the Government guidance. Green belt should be permanently designated for use by ALL and housing is not a valid reason to take up precious land that can never be replaced once it is gone. Surely this is not consistent with National Policy! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1505 | 09/10/2017 | Mr Richard | Lodge | | | | N | N |
| 4732 | Comments | | | | | | | |
| Object to Policy PR3 to remove land from green belt. The green belt around Kidlington preserves green space that I and many others appreciate in this hectic world. Government guidance says that Green Belt is a permanent designation and that unmet housing needs are not a reason for build in it! The plan is not consistent with National Policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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| PR-C-1508 | 09/10/2017 | Alan | Graham | | | | N | N |
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4742

Comments

Policy PR3 – The Oxford Green BeltThe Oxford Green Belt was established to permanently secure the separation of settlements, protecting both Oxford and neighbouring communities for coalescence. The permanence of the Green Belt is embodied in national planning policy guidance and to bring forward sites that are within the Green Belt would appear to demonstrate that this is not permanent and should not come under consideration for development. This Plan goes a long way to upsetting the balance created by the Green Belt with the erosion of substantial parts of the most vulnerable areas of the Green Belt. Specifically, the already narrow gap between Oxford and Kidlington where sites are allocated at the North Oxford Golf Club and on the east side of the Oxford Road. Also with the virtual coalescence of Kidlington with Yarnton and Begbroke through the allocation of 1950 dwellings through Policy PR8. The Plan does not provide a justification for the exceptional circumstances to develop in the Green Belt. The locations for development appear to have been selected on criteria of proximity to Oxford meeting the objectives of Oxford City Council to have the housing in the closest proximity rather than with any concern about the permanence of the Green Belt. Another factor in the creation of the Green Belt was to provide a constraint to the growth of Oxford; this objective has been overridden with some of the site allocations and is not justified in taking this approach. Other criteria that appear to have been considered relevant are the development of Oxford Parkway Station and employment generation at Begbroke Science Park, but development in such areas for other purposes do not provide a 'de facto' justification for this scale of residential development in the Green Belt. On the assumption that there is a need to address Oxford's housing requirements alternatives solutions should be sought rather than development in the Green Belt, such as addressing the imbalance between housing and employment within Oxford itself. Where land that could easily be allocated for housing has been allocated for employment such as Oxford's Northern Gateway, this employment allocation could be addressed in a review of the Oxford Local Plan. Development on the sites proposed in the Green Belt undermines long established national planning policy for the permanence of the Green Belt and has not been justified in this Cherwell Plan.

Changes Sought

Reasons for Participation

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|------------------|------------|------|-------|--|--|--|--|---|
| PR-C-1513 | 10/10/2017 | Mark | Lowen | | | | | N |
|------------------|------------|------|-------|--|--|--|--|---|

5447

Comments

Exceptional reasons need to exist to justify building on the Green Belt. Oxford City Council are planning to build commercial premises creating 5,000 jobs, without having 5,000 people within reasonable commuting distance to take these jobs. That is not an exceptional reason to justify building on the Green Belt. If Oxford City have a housing shortage without the Northern Gateway, then they should use that space to satisfy the housing requirement, before there is any argument to justify building on the Green Belt. If Oxford City Council believe there is sufficient people who can commute to take these jobs, then there is no reason to build on the Green Belt.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|---------------------------------------------------|--------------------------|--|--|--|---|---|
| PR-C-1514 | 10/10/2017 | Councillors Neil Prestidge and Maurice Billington | Prestidge and Billington | | | | N | N |
|------------------|------------|---------------------------------------------------|--------------------------|--|--|--|---|---|

4762

Comments

Unsound. Several plans have confirmed that Oxford's growth should be constrained, which is reflected in the introduction of 6.5-10km wide green belt around Oxford, and an alternative strategy of County Towns should be adopted to disperse both housing and economic growth throughout the County. The sites that have been considered in these proposals act as urban extensions to Oxford and do not restrict the growth of Oxford, these specific sites are Policy PR6a Land East of Oxford Road and Policy PR6b Land West of Oxford Road. These two sites are situated on the border of Oxford. Another prime purpose of the green belt is to prevent coalescence of settlements, this is contravened in Policy PR8 Land East of the A44 and Policy PR9 Land West of Yarnton, construction in these areas will lead to coalescence of Begbroke and Yarnton. To constrain the growth of Oxford we believe that no housing should be built in the green belt directly surrounding Oxford, we also think a strategic gap policy needs to be added to the plan, this will add an extra layer protection to the green gap between Kidlington and Oxford.

Changes Sought

Reasons for Participation

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|------------------|------------|--------------------|----------|--|--|--|--|---|
| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
|------------------|------------|--------------------|----------|--|--|--|--|---|

5103

Comments

The NPPF have already stated that Green Belt boundaries should only be altered in EXCEPTIONAL circumstances. This has not been demonstrated on the areas which have already been scored as High to Moderate High, and therefore should not be considered for development.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|----------|-------------------------------------------|---|---|---|---|
| PR-C-1518 | 09/10/2017 | Peter | Frampton | Framptons on behalf of Lone Star Land Ltd | Y | Y | N | Y |
|------------------|------------|-------|----------|-------------------------------------------|---|---|---|---|

4775

Comments

Not Positively Prepared. Not Justified. Not Effective. Not Consistent with National Policy. These submissions are made on behalf of Lone Star Ltd who control the land hatched red as identified on the accompanying plan (Drawing PF/9634.01 LS). A separate submission has been made on behalf of EP Barrus which controls the land hatched blue on the plan. The two landowners are in discussions for a planned release of the two landholdings. The land held by Lone Star Ltd extends to some 11.7 hectares. As shown on the accompanying plan, the land interest adjoins the area of land identified for housing within the Core Strategy Villages 5. A resolution to grant planning permission has recently been made for 79 dwellings on land abutting this land holding (Ref: 15/01357/F). Policy Villages 5 sets out specific design and place making principles including avoiding development on more sensitive and historically significant sites at RAF Upper Heyford, the retention of features which are important to the character and appearance of the site; encourage biodiversity enhancement and secure environment improvement. It is submitted that this landholding displays similar physical and environmental characteristics to the adjoining site, which has a resolution to grant planning permission (albeit acknowledged that the site does not lie within the potential development area as shown on the Proposals Map). This is a detailed submission with references to: The Upper Heyford Landscape and Sensitivity and Capacity Assessment, The Upper Heyford Assessment Interim Final Report 2014, Issues to Soundness and Green Belt Policy. The land identified (red and blue) has a gross site area of some 11.7 hectares. Assuming a 70% gross to net development area to allow for green infrastructure, the dwelling capacity would be 245 new homes (density 30 dph). Developer interest in the land exists. There are no known physical constraints to development. This submission propounds that the allocation of the land edged red on the accompanying plan - as a parcel of land, or in conjunction with the land edged blue at Upper Heyford for housing development would: - Promote a sustainable pattern of development consistent with 'the most sustainable strategy for the District (IR 212) including new homes at RAF Upper Heyford' to meet some of the displaced housing need from Oxford. - Reduce the extent to which GB land may be required for housing to meet displaced housing need from Oxford, and hence - Comprises a reasonable alternative to the loss of GB.

Changes Sought

Reasons for Participation

To participate in the Examination as to whether the Council has properly applied Green Belt Policy.

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

PR-C-1521 09/10/2017 Alaric Rose N N

4781

Comments

Successive strategic plans in Oxfordshire have confirmed that Oxford’s growth should be constrained - reflected in the introduction of a GB of 6.5-10km width around the City (Ref Central Oxfordshire Local Plan, Cherwell Local Plans 1996 and 2015 and 2011 Oxfordshire Structure Plan), and - an alternative strategy of County Towns should disperse both housing and economic growth through the County. The current SEP identifies the need for growth of both Science Vale (south of Oxford), Oxford and within the Oxfordshire Knowledge Spine which extends to the north to include Bicester, with Kidlington being within the latter zone. Employment allocations and a commitment to consider additional expansion of employment sites west of Kidlington are already addressed in the Adopted CDCLP and the 2016 SPD for the village. The County Town strategy is therefore not incompatible with the SEP, the Adopted CDCLP and the adopted DPD (Masterplan) for Kidlington. GB designation is intended to permanently secure the separation of settlements, to prevent the unrestricted sprawl of large built-up areas and to preserve the setting and special character of historic towns (in this case the setting of Oxford). [NPPF P. 80]. In paragraph 034 of National Planning Practice Guidance (Stage 5 – Housing and Economic Land Availability Assessments), the question is put with a succinct response: “In decision taking, can unmet need for housing outweigh GB protection? “Unmet housing need (including for traveller sites) is unlikely to outweigh the harm to the GB and other harm to constitute the “very special circumstances” justifying inappropriate development on a site within the GB.” In the NPPF, the advice is: “Once established, GB boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.” Exceptional circumstances have not been demonstrated as to the scale of need that are required in Cherwell District. All the sites now proposed for development are categorised as scoring high or moderate/high in importance in the GB study, in respect of their performance in preventing neighbouring towns merging into each other (See Figure 4.3 Oxford GB Study 2015). On this basis alone they should be excluded from further consideration for new development. This is entirely consistent with the findings of the current Oxford City Preferred Options Local Plan, which states: Preferred Option 31A..... Do not review the GB boundary or allocate sites where the impact would be ‘high’. Rejected Option 31C, which suggested that all grades of GB land should be considered for development, rightly concluded that: This approach is likely to have a significant harm to the overall integrity of the GB in Oxford. The important functions, and ultimate aim of the GB to protect Oxford’s setting would be significantly harmed.

The later 2017 Cherwell Green Belt Study – conducted by the same consultants – illogically downgrades the importance of some of the sites. However, it acknowledges that all of the land south of the railway and all land west of Kidlington scores high in terms of harm that would result from the release of sites for development. (See Figs 4.1 and 4.2 2017 GB Study.) Yet this is the land that is proposed to be developed. Cross boundary coordination must reflect shared values.

The proposed substantial reduction of the Green Belt is completely incompatible with the strategic need for a Green Belt of sufficient width around Oxford, especially since the Oxford Local Plan proposes development on Green Belt sites within its administrative boundary to increase capacity, and has allocated land for development at the Northern Gateway close to Kidlington (which in my opinion should be solely for housing).

The planned allocations would reduce the width of the Green Belt between the expanded settlement of Oxford and Kidlington to less than 1Km in places, in a location where much of the intervening gap is occupied by the A34, railway and car parks. This is far too small when the separation is between two large settlements, and does not provide a meaningful Green Belt in the terms set out in the NPPF.

Only 14% of Cherwell District is subject to Green Belt policy – but that land within the Green Belt, as supported by the NPPF, should be seen as the absolute last resort for new development, when all other options in both Cherwell and Oxford, have been proven to be unsuitable (another case of prematurity given the current consultation on Oxford’s Local Plan). Oxford considers Kidlington a convenient direction of growth for Oxford, but the necessity for development here has not been justified.

The arguments set out in 4.16-4.17 under the heading of ‘Fragile Green Belt’ are specious. To make a case for coalescence, whilst accepting the vulnerability and importance of the remaining gap, ignores one of the fundamental objectives of national Green Belt policy.

We should all welcome the retention of Green Belt designation on sites north of Kidlington, and in the land between Kidlington and the River Cherwell, and the absence of development allocations in this area.

Development here would have severe adverse impacts both on land important to the integrity of the Green Belt and the character of the area, and, through an increase traffic movement, on existing problems of congestion and poor air quality.

I also welcome the retention of Green Belt designation on Frieze Farm site.

Policy PR3c removes GB status from the small wedge of land west of PR6b and south of the railway, although no development is as yet proposed on this site. Once the GB designation is removed however, the site might in the future be capable of development under the terms of Policy PR12b. The plans for Frieze Farm presented to Kidlington Voice connect the development with this site via a bridge. It is proposed to remove GB designation from the Water Eaton Park and Ride/Parkway site PR3d. This could then green light a wider range of additional buildings, reducing the open character of the site, further weakening the break in development between Oxford and Kidlington, and adversely impacting on the separate identity Kidlington which is fundamental to the adopted Kidlington Masterplan and the Local Plan.

Changes Sought

Reasons for Participation

Delete reference to sites PR3c, PR3d, PR6a, PR6b, PR8.

PR-C-1528 09/10/2017 Dr Lynne Cox N N N

4799

Comments

Objection to remove land from the Oxford GB. GB is sacrosanct and enshrined in planning regulations as a permanent designation. It protects both Oxford from overdevelopment and surrounding communities from urban sprawl. It also provides an immensely important health benefit to the local communities: recent research on the built environment has clearly demonstrated the recuperative impact of calm green spaces on both physical and mental health. Removing this for commercial reward and to the main benefit of housing developers (not the local community, who will undoubtedly suffer) is wholly unjustifiable and I would suggest verges on unlawful.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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|------------------|------------|-------|-------|--|---|---|---|---|
| PR-C-1529 | 08/10/2017 | David | Stone | | N | N | N | Y |
|------------------|------------|-------|-------|--|---|---|---|---|

5431

Comments

1. It's completely ignores the consequently impacts of Oxford City's new Local Plan, which is still in the "melting pot," and yet to be determined. It does not show a duty to co-operate, quite the reverse. This is significant because these two plans need to work together, not in isolation. Otherwise, Oxford and the setting of it's immediate northern communities could lose even more protected Greenbelt land than so far proposed. The sheer scale and amount of Greenbelt proposed for removal is breath-taking and totally in contravention of National Planning Policy Framework, Paragraphs 79 and 80, which define the need and purpose of Green Belts. Cherwell District Council are paying only "lip-service" to the detrimental consequences. This is not acceptable. To claim the amount to be removed is only repents 3% is a very misleading distortion, because the locations identified, PR6b, PR6a, PR6c, PR8 will completely "strangle" north Oxford and are unsustainable. The consequences of what clearly will be a very significant additional spread of - urban sprawl - have not been evaluated effectively. IT IS IMPORTANT TO RETAIN THE PRESENT GAP BETWEEN KIDLINGTON AND NORTH OXFORD. IT IS IMPORTANT TO STOP URBAN SPRAWL TO PRESERVE THE OPEN INTEGRITY AND SETTING OF CUTTESLOWE PARK.

Changes Sought

Remove the need for affordable housing, because, there is no way it will be affordable next to north Oxford. Be honest with people, tell them their lives in Kidlington and north Oxford are to be blighted with complete traffic gridlock and damaging vehicle pollution. Be legal by NOT destroying Greenbelt land next to Cutteslowe Park, The Golf course, (an essential recreational resource currently), and stopping coalesce with Kidlington and north Oxford.

Reasons for Participation

Believes, with respect, the Inspector would much benefit from really listening seriously to ordinary people, regarding the very real experience and particularly genuine concerns of how these 'grand proposals' to 'illegally' destroy all the immediate greenbelt land around Kidlington and north Oxford, will have a completely devastating impact on the lives, health, well being and free movement of well established existing communities.

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|------------------|------------|-------|--------|--|---|--|---|---|
| PR-C-1532 | 09/10/2017 | Helen | Broxap | | N | | N | N |
|------------------|------------|-------|--------|--|---|--|---|---|

4807

Comments

Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------|--|--|--|--|---|
| PR-C-1533 | 09/10/2017 | Janet | Warren | | | | | N |
|------------------|------------|-------|--------|--|--|--|--|---|

4811

Comments

Policy PR3 Destruction of Green Belt 1. Based on National policy, building on the green belt is permitted only in 'Exceptional Circumstances'. An actual housing shortage, let alone an aspirational shortage, does not constitute an exceptional circumstance. Social housing may do, but social housing does not appear to be a significant part of the proposals. This element of the proposals is not in-keeping with National green belt policy. 2. Green belt is most precious, to those on both sides of it, where it is the narrowest. This appears to be the very criterion on which the plans are based: using the narrowest part of the green belt between Kidlington and North Oxford, i.e. the land closest to Oxford. 3. The figures were produced by the Oxfordshire Growth Board but clearly are for the benefit of Oxford City, not the County. There are greater swathes of green belt further away from Oxford, for social housing in the County, which have not been considered. 4. Villages such as Kidlington do not encompass a great deal of 'open space'. The greenbelt is its open space. Oxford however does have green space/parks within its boundaries so will be spared the effects of the sprawl. Once built on green belt will never be reinstated. 5. Sustainability of biodiversity, recreational space and open vistas is non-existent.

Changes Sought

Reasons for Participation

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|------------------|------------|------|---------|--|--|--|---|---|
| PR-C-1534 | 10/10/2017 | Alan | Lodwick | | | | N | Y |
|------------------|------------|------|---------|--|--|--|---|---|

4816

Comments

Objection. The Green Belt exists to "restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area" as acknowledged in para B256 of the Local Plan Part 1. In order to achieve this, the Green Belt has to be permanent as stated in the NPPF. The review proposals are therefore at odds with both Cherwell's existing policy and Government policy. It is also at variance with Government Policy because: - Cherwell has not taken into account Green Belt as a valid constraint which reduces its ability to meet "objectively assessed need" - it ignores the core principle underpinning policy (para 17 NPPF) that Green Belt should be protected - it is at variance with planning practice guidance which says that unmet housing need is not a valid reason to build on the Green Belt. Cherwell has also not proved that exceptional circumstances exist for building on the Green Belt. Of the 12 points listed in the plan (p66), only the first two might even be considered to be exceptional circumstances. The first of these, Oxford's need, has not been proven and is likely to be much lower than claimed. The second, Oxford's alleged inability to meet its need, is also not proven. The city council has been unnecessarily protecting and allocating land (such as the Northern Gateway) for employment purposes, when additional employment is not needed (there is almost no unemployment in this area). Such land could be used for housing, whereas its (unfulfilled) potential for generating employment is instead being used to artificially boost housing need. It is also the case that realistic alternatives to development in the Green Belt exist. In particular a continued strategy to restrict the growth of Oxford and promote it elsewhere in the County and beyond is perfectly feasible. Such a strategy could be developed in co-operation with the other District Councils, though it is clearly at odds with the intentions of the city council. Residential site areas seem unnecessarily large. Finally, I have a concern relating to the site capacities. While I object to all allocations in the Green Belt, I am concerned that if any of these go ahead, the land areas allocated specifically for residential development (i.e. the pink areas on the maps) are higher than is needed to accommodate the numbers of houses at the specified net densities. In most cases this excess provision is about 50%. In addition some of the proposed densities are relatively low. Taken together, these provisions could result in a significantly larger number of houses being permitted than intended. Given that Policy 12(a) allows the Council to count over-provision towards its own requirement (rather than Oxford's), this is a concern which ought to be clarified in any final plan to ensure that only the intended number of houses is built and that Green Belt land is not needlessly sacrificed.

Changes Sought

Changes needed. The plan should be withdrawn so that an alternative planning strategy can be developed based on more realistic growth assumptions and which would continue to protect Oxford from outward sprawl through the maintenance of the Green Belt and through the encouragement of growth elsewhere. If any of the proposed residential allocations go ahead, there should be provisions to ensure that only the intended number of houses is built, given what appear to be excessively large site areas.

Reasons for Participation

wish to participate as stated in representation above.

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|

5260

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not “justified” or “consistent with national policy”. This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that “under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan”. The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored “all other reasonable options” &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the “exceptional circumstances” required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC’s approach is predicated on an assumption that “Oxford’s Housing Needs” form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that “the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the ‘best fit’ of local authority boundaries to a functional housing market area.” More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) “it is not the role of, or possible for, the plan to prescribe where people live and work;” and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a “separate five year housing land supply . . . For meeting Oxford’s needs.” This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF’s presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW’s concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a “reasonable option” for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW’s concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish “exceptional circumstances” for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW’s comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed “reasonable alternatives” & therefore cannot be considered to have demonstrated “exceptional circumstances” for the release of all of these sites from the GB. * Combined with the inadequacy of the evidence base, these concerns are amplified by the fact that the Submission Plan appears to prejudge the proposed development strategy irrespective of the evidence base. This is reflected in the fact that the (Executive Summary para xiv) states that the Plan “focusses development on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor” & earlier iterations of the evidence base acknowledged that only sites within two of the nine areas of search have been assessed, * Conversely TW have established that the TW site at Bloxham does form a “reasonable alternative” for development within a sustainable location which is capable of meeting housing need. This is consistent with CDC’s analysis within the HELAA (albeit that TW’s technical analysis is that the site is capable of accommodating a higher level of residential development). * Accordingly the TW site should be allocated for residential development (under this or an additional policy) prior to CDC moving on to consider the need for any Green Belt release. * Without the amendments sought above our clients do not consider that the Submission Plan can be considered “sound”, particularly with regards to being “positively prepared” or “justified.”

Reasons for Participation

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

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| PR-C-1536 | 09/10/2017 | Elizabeth and Tamsin | Leckie | | | | | N |
|------------------|------------|----------------------|--------|--|--|--|--|---|

5148

Comments

Object to Policy PR3 to remove land from the Oxford Green Belt and build over it. It is a National Policy that the Green Belt is a permanent designation and can only be built on in ‘exceptional circumstances’. Oxford’s ‘unmet housing need’ does not meet this criterion. Therefore the plan breaches National Policy. The Green Belt around Gosford, Kidlington, Begbroke and Yarnton performs vital functions. It protects the identity of these villages and prevents them from being swallowed up in one vast, alienating conurbation. It protects residents of these villages from dangerously high concentrations of air pollution. It supports a rich and diverse wildlife. It provides green spaces cherished by local residents for outdoor leisure activities and it provides a beneficial respite from the stressful busyness and noise of urban environments for all. Once areas of Green Belt are built over, they are lost forever.

Changes Sought

Reasons for Participation

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|------------------|------------|-----|---------|--|--|--|--|---|
| PR-C-1539 | 10/10/2017 | Tim | Emptage | | | | | N |
|------------------|------------|-----|---------|--|--|--|--|---|

4834

Comments

Objects to PR3 on the grounds that the current proposals will in effect mean the coalescence of Kidlington, Oxford, Yarnton and Begbroke which was one of the primary purposes of the green belt. Cherwell DC has failed to challenge the overall figure of 4400 homes and have allocated all of them to the southern tip of the district without giving any serious consideration to other areas in the district. The total number of Oxford’s unmet housing need has yet to be properly established and therefore this proposal is premature. The green belt around Oxford was established to ensure the separation of established communities and to prevent urban sprawl. The NPPF states that ‘once established, Green Belt boundaries should only be altered in exceptional circumstances.’ Green belt land should only be built on as a last resort in exceptional circumstances. One of the main reasons to designate land as green belt is to permanently secure the separation of settlements, to check the unrestricted sprawl of large built-up areas and to preserve the setting and special character of historic towns. In para. 034 of National Planning Practice Guidance (Stage 5 – Housing and Economic Land Availability Assessments), the question is put and the response is clear: “In decision taking, can unmet need for housing outweigh Green Belt protection? “Unmet housing need (including for traveller sites) is unlikely to outweigh the harm to the Green Belt and other harm to constitute the “very special circumstances” justifying inappropriate development on a site within the Green Belt.” In the NPPF, the advice is: ‘Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.’ The 2017 Cherwell Green Belt Study acknowledges that all land south of the railway and all land west of Kidlington scores high in terms of harm that would result from the release of sites for development yet this is the land that is proposed to be developed. The proposed substantial reduction of the green belt is wholly incompatible with the strategic need for a Green Belt of sufficient width around Oxford, particularly at a time when the Oxford Local Plan proposes development on green belt sites within its administrative boundary to increase capacity, and has allocated land for development at the Northern Gateway close to Kidlington. The effects of the planned allocations would be to reduce the width of the green belt between the expanded settlement of Oxford and Kidlington to such a small area as to result in virtual coalescence in a location where much of the intervening gap is occupied by transport infrastructure. This is far too small when the separation is between two large settlements, and does not provide a meaningful green belt in the terms set out in the NPPF. CDC has accepted the 4400 figure without challenge and have assumed that it can be wholly fitted into the south part of the district without proper consideration of other areas of the district. It is worth noting that in all other District Council around Oxford (who are also addressing the Oxford Unmet Need) none are proposing development as an extension to Oxford within the green belt. CDC has not examined with Oxford City as part of the cross border working the reallocation of employment land for housing. An example would be the Northern Gateway employment land which is simply going to increase the pressure for more housing.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|-------|--|--|--|--|--|
| PR-C-1541 | 09/10/2017 | Maurice | White | | | | | |
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4841

Comments

I object to PR3 to remove land from the Oxford Green Belt. Speculative building is not a special circumstances for building in the Green Belt. This land is used and appreciated by the people of Kidlington and North Oxford as recreational space and as a means preventing the merging of significant separate settlements thus preserving the historic City of Oxford and the identity of Kidlington.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|---|---|
| PR-C-1544 | 09/10/2017 | Paul | Slater | Edgars on behalf of Mr & Mrs Tomes | | | Y | Y |
| 5282 | Comments | | | | | | | |
| Edgars consider that the plan is sound as it is positively prepared and consistent with National Policy, but nor=t sound as it is not justified and not effective. Edgars support Policy PR3 in so far as it proposes the removal of the land at 14 – 16 Woodstock Road, Yarnton from the Green Belt under policy PR3a. The site does not make a significant contribution toward the Green Belt purposes as it is already subject to urban influences, is part of urban fringe land and does not form part of an open settlement gap. In association with allocation PR8, Edgars agree with the Council that the railway line to the west of the site will form the most logical and robust Green Belt boundary. Edgars object to Policy PR3 as the land at 14-16 Woodstock Road should not be safeguarded for future development but should be included within the comprehensive proposals for a new sustainable urban neighbourhood east of the A44 under proposed allocation PR8. Detailed justification and site description for 14-16 Woodstock Road, Yarnton included in rep. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Edgars support Policy PR3 in so far as land at 14-16 Woodstock Road, Yarnton is to be removed from the Green Belt but consider that for the plan to be justified and effective, land at 14-16 Woodstock Road, Yarnton will be required to be developed within the plan period in association with allocation PR8 and should not be safeguarded for a future plan. | | | | Mr and Mrs Tomes have (and land under their control at 14-16 Woodstock Road, Yarnton. This land falls with plan proposal PR3a and adjoins plan proposal PR8. As such Mr and Mrs Tomes have a particular interest in the plan and reserve the right to participate at the oral part of the plan examination. | | | | |
| PR-C-1547 | 10/10/2017 | Annie | Kotak | | | | N | |
| 4855 | Comments | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. This proposal would lose forever all countryside walks, scenery, and rural pathways, create a concrete covered urban sprawl between the villages of Yarnton, Begbroke, & Kidlington and destroy the peace that living in the countryside brings. Yarnton and Begbroke villages will completely lose their characters and identities and we will be in danger of flooding. Kidlington has already grown tremendously it is clear to see the impact these new houses will have. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1548 | 10/10/2017 | Naresh | Kotak | | | | N | |
| 4863 | Comments | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. This proposal would lose forever all countryside walks, scenery, and rural pathways, create a concrete covered urban sprawl between the villages of Yarnton, Begbroke, & Kidlington and destroy the peace that living in the countryside brings. Yarnton and Begbroke villages will completely lose their characters and identities and we will be in danger of flooding. Kidlington has already grown tremendously it is clear to see the impact these new houses will have. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1549 | 10/10/2017 | Bella | Kotak | | | | N | |
| 5107 | Comments | | | | | | | |
| Protect the countryside aesthetic. Objects to PR3. The Green Belt (GB) around Kidlington preserves green spaces that are greatly appreciated & enjoyed by local residents. It protects the historic Oxford city from overdevelopment & neighbouring villages from coalescence. Govt. guidance says that GB is a permanent designation & that unmet housing need is not a reason for building on it. The plan is therefore ineffective & not consistent with National Policy. People escape to the country to be in a natural, calm environment where they can ease their mind, body & souls. Should this proposal go through all countryside walks, scenery & rural pathways, will be lost forever. A concrete covered urban sprawl will be created between Yarnton, Begbroke, & Kidlington. Yarnton & Begbroke will completely lose their characters & identities. Kidlington as it is has grown tremendously & just from looking at the map it is clear to see the impact these new houses will have. They will destroy the peace that living in the countryside brings. The urban sprawl will also put us all in danger of flooding which is a concern not to be taken lightly. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1552 | 09/10/2017 | Mark and Sandra | Bennett | | | | | |
| 4881 | Comments | | | | | | | |
| Strong opposition to any building application for houses/business units on the land to the rear of The Moors in Kidlington. The council has already listened to the residents of Kidlington who voiced their concerns when CDC looked and discounted this site as being unsuitable for housing. This is a GB area and as such is used by many residents and is the habitat for numerous wildlife, which must be protected. The traffic in Kidlington is at saturation point with the existing roads barely able to cope at certain times of day. An additional 300 houses plus industrial units in North Kidlington would likely generate another 450+ vehicles a day through Kidlington causing it to grind to a halt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1560 | 09/10/2017 | Aubrey | King | | | | | |
| 4893 | Comments | | | | | | | |
| Objects because: 1. The proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in Para 182 of the NPPF. 2. Oxford's LP has not yet been prepared, so CDC's allocation of homes is premature, is not an appropriate strategy & is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1566 | 10/10/2017 | Omattage G | Kumara | | | | N | |
| 4905 | Comments | | | | | | | |
| Objection to policy PR3 to remove land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents. Government guidance is that GB is a permanent designation and other better options such as constructing medium rise apartment blocks on brownfield sites must be looked into. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

PR-C-1576 09/10/2017 Heidi Lancaster

4917 Comments

Objects to the proposed submission plan because there is a lack of strong evidence for such a large number of houses needed. In order for our villages, towns & cities to remain distinct entities the amount they can expand should be limited. With no mechanisms to prevent this the end result could be one large urban conurbation. The GB is one way in which the individual character of our villages, towns & cities can be retained. If Oxford cannot meet its own housing need, then it has expanded as much as is possible. It should not be looking to neighbouring LA's to meet that demand. A false demand for housing is being created by proposed business developments. If Oxford cannot supply the amount of housing required by the business developments then the business development plans need to be re-visited. They should be scaled down so that the housing needs created by the development can be met on land within Oxford City. Building on the Green Belt: The Government's NPPF, Section 9 "Protecting GB land" states: "The gov't. attaches great importance to GB's. The fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of GB's are their openness & their permanence." Only in "exceptional circumstances" should there be any change to the GB. As there is not a real demand for this number of houses, I do not consider the circumstances to be anywhere near exceptional. I would consider the need for housing to be exceptional if there were no empty houses in or around Oxford & if new developments sold out immediately. This is not the case. E.g.. there is a perfectly habitable empty house, 2 doors away from us for nearly 18 months. The loss of character to Oxford & the surrounding areas would be irreversible if the GB were to be developed. Open space is important for human well being. Affordable housing: The area severely lacks this. Many families are moving away due to high house prices. The plans do not address this need. The proposed density of housing would only be profitable for the developers if sold at market rates. A higher density would be required for affordable housing. The amount of affordable housing proposed in plans does not get enforced so even if a suitable amount was being proposed, it is unlikely they will be built as developers will look at profit first. Transport: There have been many large & expensive projects over the last 2 decades attempting to address Oxford's transport problems, including the "Oxford Transport Strategy", work on most of the major ring road roundabouts & the Frideswide Square re-modelling. While these projects have made differences to some of the traffic flow & helped some areas, transport around Oxford still remains a major issue. There is no capacity within the ring road to add more infrastructure & the ring road is extremely busy during rush hours. If the new houses are to serve those working in Oxford, it will create even more congestion. I urge you to consider the impact that this number of houses would have on the area & go back to the beginning to consider if such a demand really exists.

Changes Sought

Reasons for Participation

PR-C-1578 09/10/2017 Robert B Sim

4920 Comments

Objections to the whole "Land Grab" between Oxford and Kidlington
 1 The land being claimed for housing development is all in the GB. Filling in the green belt between Oxford and Kidlington is a ribbon development and will result in Kidlington being absorbed into Oxford. Leaving a derisory small gap between the two settlements is a cynical gesture.
 2 The land area being "grabbed" is much too large for the number of houses proposed, suggesting that many large detached houses will eventually be built. This is not what is required by local young people who hope to be employed in the Oxford area.
 3 Recent recalculation of housing need in the UK has shown that the calculation of number of houses planned in this application is much too high.
 4 Houses in the area around Oxford Parkway Station are likely to be bought largely by London commuters, not by people who plan to work in the local area. This will not satisfy local housing needs, and will push up prices.
 5 Predicted house prices in the new Barton development near Oxford seem to be inflated by at least 50% above prices of existing comparable housing in the area. Artificial price inflation will result in any "low cost housing" being inflated in price also, so there will eventually be very little "low cost housing" suitable for essential workers in the Oxford area.
 6. Local traffic around the south end of Kidlington and around Oxford Parkway Station is already very heavy, and there are very long delays in the morning rush hour. Very substantial re-planning of traffic flow would be required to accommodate cars from hundreds of new homes. Substantial land would have to be set aside for bus and cycle lanes and the local rail station car park would have to be greatly enlarged. This would contribute to the ugliness of the ribbon development, and use up valuable agricultural GB land.

Changes Sought

Reasons for Participation

PR-C-1580 09/10/2017 Janet and Tim Stott N

4924 Comments

Objection to policies PR3, (The Oxford GB), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). We are particularly concerned about the loss of the GB for PR6a as we are regular walkers on this land and aware of the wildlife and habitats that will be lost forever with the loss of this land. This land contains established grass snake colonies which will be destroyed. The grass snake is a UKBAP priority species of conservation concern³⁹. It is also protected under the Wildlife and Countryside Act, and the Bern Convention. We believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF.

Changes Sought

Reasons for Participation

PR-C-1581 24/09/2017 Dr Ratna Thakar

4929 Comments

Objection to Policy PR3 to remove land from Oxford GB. This policy is ineffective and not consistent with National Policy. The GB around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It was for this reason that I chose to move to this area. Now I face raising my family in an urban sprawl!

Changes Sought

Reasons for Participation

PR-C-1589 01/10/2017 Professor Peter Robbins N N

4961 Comments

Object to proposal to remove land from the Green Belt as it is not a justified or proven requirement and it is inconsistent with national policy. New Government methods for calculating housing need indicates 30% fewer houses required in Oxfordshire than previously forecast and the basis for housing allocations in Cherwell to accommodate its needs and the City of Oxford's requirements are overstated and invalid. Less land will be required to accommodate development and there are no exceptional circumstances to warrant the release of land from the Green Belt. Without prejudice to the above point, any proposals by Cherwell to release land from the Green Belt to meet the Oxford's needs are premature and unjustified given that the City of Oxford is in the process of reviewing its Local Plan and has not yet determined how much housing development can be accommodated on land within the City's boundaries. The land to the east of Oxford Road lies in the Kidlington Gap which forms a core component of the Green Belt separating Oxford and Kidlington. Development in this location would be in direct contravention of the fundamental aim of Green Belt policy which is to prevent urban sprawl by keeping land permanently open. The Kidlington Gap serves all the five purposes of the Green Belt and is strategically important. It is one of the clearest examples of an open area preventing the coalescence of settlements, checking unrestricted sprawl and safeguarding the setting and character of the historic city of Oxford. Its loss would fundamentally undermine the long established principles of Green Belt policy. The housing allocation proposed in Policy PR6b is also unsustainable, both on its own and in conjunction with the other planned releases of land from the Green Belt for housing. Infrastructure and services in and around Oxford are already under great strain. This applies to schools, hospitals/healthcare and roads. There is no capacity for major additional development. Oxford and the surrounding area are already beyond capacity in relation to infrastructure and services, and the further population pressure from the proposed developments is unacceptable. The road network in the immediate environs and the wider area is already highly congested. There are no clear, identified and funded proposals in the Plan to address these issues.

Changes Sought

Reasons for Participation

Delete PR6a housing allocation on land to the east of Oxford Road; delete PR6b housing allocation on land west of Oxford Road; delete PR7a housing allocation on land south east of Kidlington; delete PR7b housing allocation on land at Stratfield Farm; delete PR8 housing allocation on land east of the A44.

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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|------------------|------------|------------|-------|--|--|--|---|---|
| PR-C-1593 | 09/10/2017 | Miss Carol | Davey | | | | N | N |
|------------------|------------|------------|-------|--|--|--|---|---|

4973

Comments

Object to Policy PR3 to remove land from the Green Belt. The Green Belt around Kidlington preserves green spaces that are appreciated and enjoyed by local residents. It protects both Oxford from overdevelopment and neighbouring villages, such as Kidlington, from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. Do not understand why the Green Belt has been identified for building when there is plenty of non-Green Belt land available.

Changes Sought

Reasons for Participation

Alternative areas to the Green Belt should be considered more fully.

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|------------------|------------|------------------|---------|--|---|---|---|---|
| PR-C-1603 | 10/10/2017 | Gordon and Helen | Henning | | Y | Y | N | N |
|------------------|------------|------------------|---------|--|---|---|---|---|

5072

Comments

Not consistent with national policy on the purposes of the Green Belt. Not Justified because the information presented supporting removal of areas from the Green Belt is not convincing. Green Belt is irreplaceable; destruction of Green Belt affects future generations as well the current one.

Planning release of Green Belt for development is unacceptable, Not effective in dealing with Policy PR 3 may well have a negative effect on Green Belt by leading to a "domino" effect, with increasing likelihood of more plans for destruction of other parts of the Green Belt. This is particularly likely where the proposed boundary of loss of Green Belt does not correspond to a well-defined feature.

Changes Sought

Reasons for Participation

The Local Plan should be re-written without alteration to the existing Green Belt.

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|------------------|------------|-------|------------|--|--|--|---|--|
| PR-C-1616 | 10/10/2017 | Clare | Boddington | | | | N | |
|------------------|------------|-------|------------|--|--|--|---|--|

5529

Comments

Main objection is to Policy PR3 and the removal of so much land from the Oxford Green Belt. This land was designated as Green Belt for a reason and I do not consider that the required exceptional circumstances have been demonstrated in this case. There is a Government consultation in progress and it is likely that the housing figures given in the plan are widely inaccurate. Once the Green Belt is gone it is gone forever, so it would seem sensible to wait for this consultation to finish before committing to anything.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|----------|--|--|--|---|--|
| PR-C-1618 | 10/10/2017 | Harry | Fletcher | | | | N | |
|------------------|------------|-------|----------|--|--|--|---|--|

5584

Comments

Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road)- Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.

Changes Sought

Reasons for Participation

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|------------------|------------|------|--------------|--|--|--|--|--|
| PR-C-1619 | 10/10/2017 | Gary | dáLuz Vieira | | | | | |
|------------------|------------|------|--------------|--|--|--|--|--|

5586

Comments

Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). - Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. - Development of these areas will effectively join Oxford and Kidlington, which is against Green Belt rules. - Developing these areas is more likely to result in high price commuter housing than the affordable housing currently needed for key workers in the city.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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|------------------|------------|--------|---------------|-----------------------------------|---|---|---|---|
| PR-C-1622 | 09/10/2017 | Andrew | Hornsby-Smith | Kidlington & Yarnton Labour Party | N | Y | N | Y |
|------------------|------------|--------|---------------|-----------------------------------|---|---|---|---|

5535

Comments

Kidlington & Yarnton Labour Party acknowledges the real housing need for Oxford. It is not convinced that the need is for 4,400 houses to be built in Cherwell District. It opposes the allocations in the vulnerable Kidlington gap (proposed policies 6a, 6b), which it believes will mainly be used by London commuters rather than meeting local need; and by the size of the allocation made between Kidlington and Yarnton (Policy PR8). It considers that there are less harmful alternatives available at Gosford (the area allocated for playing fields in Policy PR 7a and at Stratfield Farm, Policy 7b). It also believes that land at Frieze Farm and close to Loop Farm offers alternatives that are closer to the Northern Gateway employment site and less damaging to the open countryside between Yarnton and Kidlington.

It considers that the North Oxford Golf course provides an important Green Belt friendly amenity, and that the need for additional playing fields could be met south of the Park & Ride. It is concerned to ensure that the County Council develops additional Park & Ride capacity east of Kidlington, where the traffic impact would be less damaging than an extension at Water Eaton Park & Ride. It would support the provision of a railway station on the Cherwell Valley line, but not at the proposed location at Sandy Lane, but closer to the airport, Langford Locks and Lyne Road (for the benefit of Kidlington's residents). We are concerned that at each of the main allocations, an unreasonably high level of land has been extracted from the Green Belt, which we believe will lead to future speculative development that will be difficult to resist.

Changes Sought

Opposes policies 6a, 6b. There are less harmful alternatives available at Gosford (the area allocated for playing fields in Policy PR 7a and at Stratfield Farm, Policy 7b); and by the size of the allocation in policy PR8.

Land at Frieze Farm and close to Loop Farm offers alternatives that are closer to the Northern Gateway employment site and less damaging to the open countryside between Yarnton and Kidlington.

It considers that the North Oxford Golf course provides an important Green Belt friendly amenity, and that the need for additional playing fields could be met south of the Park & Ride.

It is concerned to ensure that the County Council develops additional Park & Ride capacity east of Kidlington, where the traffic impact would be less damaging than an extension at Water Eaton Park & Ride.

It would support the provision of a railway station on the Cherwell Valley line, but closer to the airport, Langford Locks and Lyne Road (for the benefit of Kidlington's residents).

Reasons for Participation

I have spoken as a platform speaker at three public meetings in Kidlington and Gosford. I made a substantial representation at the Issues and Options stage. As a former parish councillor, I represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. I have an MSc in Transport Planning, so part of my representation covers that area. I also offer a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. I have no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. I believe my views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. My representation contains primary research evidence which I would wish to represent.

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|------------------|------------|--------------------------|--------|--|--|--|--|---|
| PR-C-1623 | 09/10/2017 | Jane, Elizabeth and Kate | Rendle | | | | | N |
|------------------|------------|--------------------------|--------|--|--|--|--|---|

5546

Comments

We strongly object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and enjoyed by local residents. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|------|--|--|--|--|---|
| PR-C-1640 | 26/12/2017 | Qiujuan | Yuan | | | | | N |
|------------------|------------|---------|------|--|--|--|--|---|

5654

Comments

I object to Policy PR3 to remove land for the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore not consistent with National Policy.

Changes Sought

Reasons for Participation

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|------------------|------------|---|------|--|--|--|--|---|
| PR-C-1641 | 27/10/2017 | J | Dear | | | | | N |
|------------------|------------|---|------|--|--|--|--|---|

5650

Comments

I object to Policy PR3 to remove land for the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore not consistent with National Policy.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|---------|--|--|--|--|---|
| PR-C-1642 | 08/10/2017 | Richard | Bamprey | | | | | N |
|------------------|------------|---------|---------|--|--|--|--|---|

5646

Comments

I object to Policy PR3 to remove land for the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore not consistent with National Policy.

Changes Sought

Reasons for Participation

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|------------------|------------|---------------|---------|--|--|--|--|---|
| PR-C-1643 | 11/10/2017 | David William | Stewart | | | | | N |
|------------------|------------|---------------|---------|--|--|--|--|---|

5614

Comments

I object to Policy PR3 to remove land for the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore not consistent with National Policy.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR3 - The Oxford Green Belt

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------|---------------------------|--|---|
| PR-C-1644 | 11/10/2017 | Kate | Berney | | N |
| 5641 | Comments | | | | |
| I object to Policy PR3 to remove land for the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore not consistent with National Policy. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1645 | 11/10/2017 | A M | Foley | | N |
| 5636 | Comments | | | | |
| I object to Policy PR3 to remove land for the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore not consistent with National Policy. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1646 | 11/10/2017 | R | Hopcroft | | N |
| 5632 | Comments | | | | |
| I object to Policy PR3 to remove land for the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore not consistent with National Policy. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1647 | 11/10/2017 | Mrs | Fowler | | N |
| 5618 | Comments | | | | |
| I object to Policy PR3 to remove land for the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore not consistent with National Policy. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1648 | 11/10/2017 | Laura | Morgan | | N |
| 5623 | Comments | | | | |
| I object to Policy PR3 to remove land for the Oxford Green Belt. The Green Belt preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore not consistent with National Policy. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------------|---------------------------|--|--|
| PR-C-0003 | 24/07/2017 | Julie and Albert | Nutbrown | | |
| 3 | Comments | | | | |
| Protesting against plans to build 4,400 new houses on GB around Begbroke and Yarnton. It seems GB does not stand for anything anymore. All wildlife habitat will be destroyed. A thriving bat population will go. A40 traffic is horrendous now what will another 8000 plus cars create, plus the pollution. The Oxford's unmet housing need has nothing to do with CDC so not on our GB. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0019 | 24/07/2017 | Daniel | Scharf | | |
| 23 | Comments | | | | |
| References to the Oxford to Cambridge corridor are contradictory. The Plan supports the existing rail link (between Bicester & Oxford) & onwards (to Milton Keynes, Bedford & Cambridge) but also supports the Expressway that would be in direct competition, probably preventing the completion of the rail link or making it extremely costly in subsidy. This is contrary to the sustainable transport policies. Why are there no further investigations into the Expressway? Another reason for opposing the Expressway is the effect it would have on the A34, A44 & other link roads at both ends of the "corridor". On the contrary, East/West rail would enhance connections to Cambridge, Norwich & Felixstowe to the east & Swindon (inc. Research Council offices), Bristol, Bath, Cardiff, Swansea & Exeter to the West. Even without the Expressway, the Plan refers to & relies on the suggestion that conditions on the A34 will improve. The proposed development will increase A34 use & congestion, which is an international (i.e. Route Euro05 from Algeciras to Greenock), national (Southampton to Preston) & local (knowledge spine). Why is this trunk road junction a suitable place for further development? It is Government policy that GB development should not be supported until reasonable alternatives have been properly explored & rejected. Meeting the needs of Oxford City by concentrating development on its outskirts is a road centred policy that will add to congestion & increase emissions (CO2, NOX & particulates). Also the propensity of residents of this housing will be commuting from Oxford Parkway to other employment centres & not meeting Oxford's need. No concern shown about air quality & the impact on residents being next to a heavily trafficked trunk road with a high proportion of freight. There are no adequate policies to assist in the necessary transition to the use of ULEVs. Parking at workplaces, local centres (& the City centre) should privilege ULEVs. Parking spaces in residential areas should be limited to ULEVs & visitors. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| If development was concentrated along the two railway lines (e.g. Shipton Quarry), commuters could access the centre of Oxford & towns/cities further afield without using the car. It should be made clear that all new developments must provide a number of ULEVs and charging points and car clubs. Parking spaces in residential areas should be limited to ULEVs and visitors. | | | | | |

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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|------------------|------------|------------|------|--|---|---|--|--|
| PR-C-0107 | 20/08/2017 | Mr Jeffrey | Lyes | | N | N | | |
|------------------|------------|------------|------|--|---|---|--|--|

312

Comments

The new workers will need to be issued with pushbikes to have any chance of getting to work! This is again a unsound, ineffective plan with only vague mentions of contributions from developers. Therefore ineffective. The Plan fails to provide adequate infrastructure. This is unrealistic if the plan is to succeed in supporting Oxford by creating a commuter annex. There are no costings or new ideas. Much significance is given to expanding cycleways, a non-solution that has been promoted by Government since the 1960s when Ernest Marples to workers to "get on yer bike"! Further the Plan in general is devoid of any costings or risk analysis. This is contrary to Para 173 of the NPPF plan making guidance which states: "Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision taking. Plans should be deliverable". There is no evidence that these plans are deliverable.

Changes Sought

Reasons for Participation

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|------------------|------------|------|-------|--|--|--|--|--|
| PR-C-0145 | 30/08/2017 | Fred | Jones | | | | | |
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562

Comments

These proposals fail to recognise the narrowing of the A44 at the Turnpike PH roundabout where all southbound traffic (Oxford direction) merges into one lane. Between The Turnpike PH and Frieze Way roundabouts there are two bridges (one railway and one canal). This section of road is already heavily congested at peak times including weekends and Blenheim Palace events. Improved public transport at this section of the A44 will not have the slightest effect as it will only join the queue.

Changes Sought

Reasons for Participation

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|------------------|------------|---------------|----------|------------------------------|--|--|--|---|
| PR-C-0190 | 07/10/2017 | Dr. Robert W. | McGurrin | Woodstock Action Group (WAG) | | | | N |
|------------------|------------|---------------|----------|------------------------------|--|--|--|---|

1626

Comments

a. Oxford has practically full employment but continues to set aside land for employment sites rather than housing. Oxford City Council needs to be more creative and do more in meeting its own housing needs. B. Cherwell District Council and other local authorities needs to be realistic and comply with the national governments' revised calculations on the lesser housing needs in the area. C. With Oxford City's "Unmet needs" being reduced by almost 50% the "Duty to Co-operate" by all local authorities is now less stringent or demanding. D. To reduce stress, congestion and numerous accidents on the local highway systems, more housing needs to be built closer to where the jobs are so that local residents can feasibly walk, cycle or use buses to get to work. Some alternatives are: Northern Gateway, Langford Lane and Gosford. E. CDC's Plan for 4,400 houses and West Oxfordshire's proposed 300 or more houses at SE Woodstock if progressed undiluted and in accordance with the exaggerated and dismissed SHMA figures, would prove to be unsustainable, unjustified and contrary to NPPF policy. F. The plan is not positively prepared or complete in that the costs and sources or identification of funding on required infrastructure are not shown. It is more of a "seek to" approach rather than a definitive statement of purpose. G. Woodstock Action Group call upon the leaders of both the Cherwell and West Oxfordshire District Councils to do the right thing and reduce the number of proposed houses in line with the national government's recent and reasonable lowered calculations of actual housing need in both local areas.

Changes Sought

Reasons for Participation

WAG call upon the leaders of both the Cherwell and West Oxfordshire District Councils to do the right thing and reduce the number of proposed houses in line with the national government's recent and reasonable lowered calculations of actual housing need in both local areas.

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| PR-C-0190 | 07/10/2017 | Dr. Robert W. | McGurrin | Woodstock Action Group (WAG) | | | | N |
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1625

Comments

Serious concerns about ponderous, heavily technically laden text of this Plan. Local residents will have had difficulty reading and understanding this excessive publication, no doubt, resulting in reducing the number of residents' representations, especially negative ones. The same trick of scheduling public consultations during holiday seasons. In attempting to negate local action groups' objections planning proposals offer sugar-coated proposals in the hopes of seducing potential residents into buying houses. E.g. Cherwell District Council says that a new railway station between Kidlington and Begbroke would support residents of the proposed housing in those areas. This is very doubtful. Affordable and sustainable transportation on the A44 to and from Oxford and Woodstock. CDC have not come forward with any up to date evidence of a traffic or planning assessment pertaining to the local Environment as related to forecasted transport requirements and their affects upon local residents and commercial interests who stand to be adversely affected by the additional housing along the "growth" corridor of the A44 from Oxford to Woodstock. The A44 through Woodstock and the A4095 in Bladon are operating at peak levels of around 70 to 75%. Major planned developments will substantially increase local traffic, private and otherwise, and this has not been factored into the overall Plan. Consequently, these local highway systems will not be able to cope with or sustain themselves with the massive combined developments planned in Cherwell and West Oxfordshire, specifically on good farmland at the SE quadrant of Woodstock and across the A4095 border in Cherwell. There is no timely register of just when and how these planning proposals will be delivered in the CDC Local Plan, i.e. suitable and sustainable plans to reduce and cope with the inevitable exponential surge of growth in all kinds of traffic on local area roads and specifically, the A44 "growth" corridor from North Oxford and sprawling out to Woodstock. Clarity is needed to warrant the acceptance of a multitude of traffic assessments as being realistic rather than optimistic. Morning and evening peak periods' traffic, already at saturation point, will increase as the number of 2-way daily journeys, private, public and essential, expands. Leading to more time spent on local highways at a much slower speed or gridlock. This will further increase the amount of noxious CO2 and NO2 gases spewed into the local surrounding atmosphere with resultant increases of disabling lung diseases and premature related deaths in the larger local areas.

Changes Sought

Reasons for Participation

WAG call upon the leaders of both the Cherwell and West Oxfordshire District Councils to do the right thing and reduce the number of proposed houses in line with the national government's recent and reasonable lowered calculations of actual housing need in both local areas.

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| PR-C-0230 | 14/09/2017 | Lisa | Bullock | Network Rail | | | | |
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795

Comments

The level crossings which appear to be affected are listed and give detail of the type of crossing. Any development which would result in a material increase or significant change in the character of traffic using these rail crossings should be refused unless, in consultation with Network Rail, it can either be demonstrated that the safety will not be compromised, or where safety is compromised serious mitigation measures would be incorporated to prevent any increased safety risk as a requirement of any permission. Network Rail has a strong policy to guide and improve its management of level crossings, which aims to; reduce risk at level crossings, reduce the number and types of level crossings, ensure level crossings are fit for purpose, ensure Network Rail works with users / stakeholders and supports enforcement initiatives. Without significant consultation with Network Rail and if proved as required, approved mitigation measures, Network Rail would be extremely concerned by the impact the proposed site allocations would have on the safety and operation of the level crossings listed above. The safety of the operational railway and of those crossing it is of the highest importance to Network Rail. Councils are urged to take the view that level crossings can be impacted in a variety of ways by development proposals. Councils are urged to take the view that level crossings can be impacted in a variety of ways by third party planning proposals. It is Network Rail's and indeed the Office of Rail Regulation's (ORR) policy to reduce risk at level crossings, not to increase risk, as could be the case with an increase in usage at the level crossings in question. The Office of Rail Regulators, in their policy, hold Network Rail accountable under the Management of Health and Safety at Work Regulations 1999, and that risk control should, where practicable, be achieved through the elimination of level crossings in favour of bridges or diversions. The Council have a statutory responsibility under planning legislation to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the rail volume or a material change in the character of traffic using a level crossing over a railway.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-0231 | 31/08/2017 | Kate | Nash | Hanwell Parish Council | | | | |
| 800 | Comments | | | | | | | |
| The Council says the housing could be supported by a new railway station 'between Kidlington and Begbroke' but this is extremely unlikely to be deliverable. Plans for additional housing in North Oxford/South Kidlington should be put on hold until the Oxford to Cambridge Expressway route is settled, the East West railway is re-opened and the full extent of the expansion of Bicester is agreed, with its possible new transport infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | N | | Y |
| 815 | Comments | | | | | | | |
| North Oxford suffers from “high levels of congestion and delay” and that there are Air Quality Management Areas across the wholecity as a whole and on a small section of the Bicester Road due to high levels of pollution. The Parish Council considers that 4400 new homes (with 1410 in the Parish) will exacerbate these problems further and is not convinced that the transport measures set out are deliverable and will address these problems. Gosford and Water Eaton is criss-crossed by the main major highways (A34, A44 and A4165) bringing commuters and visitors to the City. Additional houses allocated within the Parish, and at Begbroke, Yarnton, Woodstock and Kidlington as well as further afield at Banbury and Bicester will all generate extra traffic which will be channelled through the Parish. Whilst the Parish welcomes the proposed transport improvements in the Plan remains unconvinced that sufficient funding exists or can be secured to deliver these improvements. Even with these changes in place the transport pressures in this area will remain. It is critical that these measures are delivered and in many cases, they are required to address problems now, even without a further 4400 houses in Cherwell.Traffic Leve:Oxford Road is regularly at a standstill from 7.00am on a working day. It can take minimum 45 – 60 minutes to get into Oxford City. Roundabout changes at Cutteslowe and Wolvercote have not made things better. Additional traffic will make the situation worse.The Bicester Road is similarly busy at peak times, often coping with traffic avoiding the congested A34. We would question what changes can be made on the slip road from A34 onto the Bicester Road in order to improve congestion in the long run. Bicester Road is used as a rat run when the A34 is blocked which happens frequently leading to congestion.An additional 4400 houses in Cherwell (1410 of which are in the Parish) together with further growth at Banbury, Bicester and Upper Heyford will put further pressure on the transport network through our Parish and exacerbate the problem. The new Westgate Shopping Centre is anticipated to be a major attraction drawing visitors in and traffic problems within Oxford related to this are already being reported locally. Bus Services PR2 (a) ii and (d) refer to improved bus services along the A4260/A4165. At present there are examples of bus services being reduced through Gosford rather than increased. The S5 service no longer runs direct from Gosford. Delays are due to increased traffic congestion Also concerned that charges at the P&R are increasing which will not help alleviate the problems.Where will additional space be found for a bus lane on Oxford or Bicester Road? Residents already experience problems from vibration in their houses from buses/lorries so if the bus lane is brought closer to their properties this will make the problem worse. How will an additional bus lane through Kidlington or Gosford be achieved. Previous proposals for pedestrianisation did not happen.Air Pollution:There are designated Air Quality Management Areas (AQMA) covering the whole of Oxford and on Bicester Road within the Parish. Given that the whole of the administrative area of Oxford City has been declared an AQMA it is difficult to believe that areas just immediately to the north of the City Boundary will not risk suffering equally from air pollution resulting from increased traffic levels. Within the Oxford AQMA the Wolvercote and Cutteslowe roundabouts are identified as hotspots for pollution both of which are close to Gosford and Water Eaton Parish. Do not consider that Cherwell has fully considered the air pollution impacts of the additional traffic on the Parish.Funding: | | | | | | | | |
| Appendix 4 provides a list of transport infrastructure improvements to support the growth proposed. Noted that whilst many of these are considered of “Critical” costs/funding are to be confirmed. Unclear whether these improvements will indeed secure the necessary funding. In addition, many of these schemes, require developer funding for implementation which are clearly yet to be secured. There needs to be a much clearer link between the transport improvements and new developments. Development should not go ahead until critical infrastructure is in place. Do not consider that Policy PR4 will achieve sustainable development, nor will it be effective in delivering the necessary improvements over the Plan. Unconvinced that the policy complies with the National Planning PolicyFramework paragraphs 29 and 30 in terms of delivering sustainable transport and reducing congestion. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| There needs to be a much clearer relationship between transport improvements and the delivery of new development. In our view there are too many uncertainties within the current plan regarding delivery and timing of new infrastructure. This needs to be made more explicit in Appendix 4 which should set out costs and funding sources and also how this is linked to delivery of development. | | | | The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision. | | | | |
| PR-C-0244 | 08/09/2017 | Michael | Groves | | | N | N | N |
| 830 | Comments | | | | | | | |
| Strong disagreement to proposed plans. GB enables and encourages distinct identities and characteristics for towns and villages whilst providing valuable space for exercise and enjoyment of the countryside. This long held tradition that has been enshrined in law is put at risk, riding roughshod over planning laws and local inhabitants. Houses are needed for local young people doing vital work in the caring, emergency and low paid industries but, as in the case of Barton where affordable housing was used as a pretext for gaining planning permission - there is now no affordable housing for local young people. It is feared that this vast development will become a dormer town for the better off/well paid in Oxford and London. To help local people the landowners could donate portions of their gifted lands to help local councils with smaller and less divisive developments. Whilst people employed by these landowners may well receive subsidised accommodation, this will not help our hospitals, schools, nursing homes or council workers who are vital to support the local infrastructure and are currently being forced out of the locality in order to be able to afford to rent or buy their own property. These people far away from friends and families will not be able to give or receive help from their families at time of need, thus impacting further on social services. Development of this size is horrific when the A34 and A44 are currently totally inadequate and overwhelmed. Local schools, nurseries, GP surgeries and hospitals are all overstretched and unable to cope with current numbers. Cherwell District Council has a duty of care to plan responsibly for the inhabitants of Cherwell and not become a dormer city for the convenience of Oxford City. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0251 | 09/10/2017 | Antonio | Corbi | | | N | N | N Y |
| 2042 | Comments | | | | | | | |
| The Proposal is irresponsible as it will have a major negative impact on transport with extra pressure being placed on already congested roads.The plans for new transport infrastructure deal with the existing needs and do not model the impact of the additional 4,400 houses. These irresponsible plans will also cost millions of pounds and are currently unfunded. The Rapid Transit system (remember these are long buses, NOT TRAMS) will not pass through either Begbroke or Yarnton but will instead go from the new proposed Park & Ride site at Bladon roundabout to Kidlington along Langford Lane. Traffic that normally passes through Kidlington will be encouraged to use the A44. This means our villages will not be served by the Rapid Transit system and will suffer increased traffic, and that is before considering the new houses. This is very irresponsible! The CDC has not consider how an additional 4,400 houses in the area will affect the daily routine of the residents, particularly those that commute to and from work everyday.Therefore the CDC's Proposal is very irresponsible as it does not consider the commuting needs of the people who go to work and it will affect people going by car or cycling to work too. The transport plans indicate that Sandy Lane will be closed to through traffic at the level crossing. Sandy Lane, by the admission of Oxfordshire County Council and Cherwell District Council, is a well-used road. We also know that it provides a valuable link between our two villages and Kidlington. There is no public transport option planned to link these villages together with the only option being to travel further by car (which is already being discouraged) or walking or cycling. The traffic increase resulting from the CDC's Plans may well produce casualties including those cycling to work. Therefore the proposal is very irresponsible. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-0254 | 19/09/2017 | Denise | Greenspan | | | | | |
| 841 | Comments | | | | | | | |
| Complete and unequivocal objection to Cherwell District Councils plans to build Oxford City housing on the Yarnton and Begbroke GB. Objections to the threat to wildlife and creeping urbanisation of our cities and further objections to consultation process. Suggests approaches to ribbon development. The plan is based on flawed and out of date information (pre-Brexit data and a discredited SHMA). With regard to increase in traffic a CDC representative at the exhibition in Begbroke village hall felt that there would only be a 1.2% increase, there is simply no way that tripling the size of the village will lead to only a 1.2% increase in traffic. Objections are: 1. The loss of vast swathes of countryside and wildlife around Yarnton 2. Irreversible harm to the history and identity of the village 3. Traffic gridlock on the A44 – it already takes one hour to get from Yarnton to Cowley each morning and no amount of bendy buses will improve that because there is only room for one lane in each direction over the bridge. 4. Air pollution from said increased and gridlocked traffic 5. Lack of water supply – Thames Water has informed me that water will be brought in from Wales. The reservoir that South Oxford is trying to build is to support the water supply in London – only 20% of it, if it is ever actually built will be allocated to South Oxford. 6. Ironically then – this proposal would also lead to an increased flood risk. 7. Closure of Sandy Lane – this is a busy thoroughfare between Yarnton and Kidlington, its closure would require a 3 – 4 mile detour in either direction - leading to even more traffic on the A44 8. Since this is housing for Oxford City it should be said that this is just too far for public transport in to the city; it would take me more than 2 hours each way, by bus, to get to my office in Cowley. It takes 2 hours to get to London. This plan would end up being London housing, not Oxford City. Oxford City should be exploring other non-greenbelt sites closer to the city. As well as having higher density targets within the inner city or perhaps building where better infrastructure has already been provided, such as Bicester. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | | Y | | Y |
| 897 | Comments | | | | | | | |
| Historic England welcomes the inclusion of "protecting heritage assets" as one of the planning requirements with which the provision of green infrastructure must integrate as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0306 | 10/08/2017 | Anthony | Hall | | | | | N |
| 916 | Comments | | | | | | | |
| PR4a admits the plan will increase traffic in the area. Traffic is already at intolerable levels and increasing it will guarantee continued breaches of air quality standards continuing delays and a worsening of the environment in the area. 5.62 Outlined transport changes are not under your control. Citing them as part of the plan is disingenuous - only if they were an enforced prerequisite would it make sense. It is highly likely that they will not go ahead or be severely delayed. Even if delivered, they are likely to make things worse. The County Council has already wasted £10M and 18 months of severe delays 'improving' the Cutteslowe and Wolvercote roundabouts. It has just been confirmed that these 'improvements' have actually increased delays, causing more congestion, pollution and noise. Calling buses (for that is what they are) 'Rapid Transit' does not make them any faster, more convenient, or more sustainable. It just sounds better. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| There is now way that development in this area can be made sound, given the existing demands on the infrastructure. | | | | | | | | |
| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | | | | N |
| 4460 | Comments | | | | | | | |
| TRAFFIC CONGESTION AND POLLUTION: Oxford Road and other routes into Oxford are heavily congested at peak periods and an extra 1200 vehicles, together with a school located at the southern end of the PR6a site will exacerbate this. Other developments such as Northern Gateway will be a large employment site. Additionally, Oxford has poor air quality from traffic and has been designated an Air Quality Management Area. The Cutteslowe Roundabout regularly exceeds national and international Nitrogen Dioxide limits. The infrastructure changes proposed are not based on accurate and up-to-date information, and rely on unrealistic targets of people using bikes, buses and walking. They are also largely unfunded. PR11 is an approach and the plan is not positively prepared because it does not identify or provide for the required infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF an in particular the parts of the framework which apply to the Green Belt. | | | | | | | | |
| PR-C-0406 | 29/08/2017 | Sara | Sheppard | | | | | |
| 1053 | Comments | | | | | | | |
| The Banbury road during the morning rush hour is currently a hazard due to the amount of buses, cars, cyclists and pedestrians using the road. The danger will only increase if the proposal goes ahead as there will be more people using Banbury Road. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | | N Y |
| 1260 | Comments | | | | | | | |
| Sandy Lane: Vehicles travelling to and from Kidlington and other destinations frequently use this road. Closure will have a major impact on Begbroke, Frieze Way, Langford Lane and the A4260 Sandy Lane in December 2000 recorded 1187 vehicles in 18 hrs with a peak flow of 201 vehicles in the period 8.00 to 9.00 a.m. The paradox is that plans seek to reduce A4260 traffic with bus lanes and diversion of traffic to the A44. Some of this traffic will then seek other ways to Kidlington – via A44 Frieze Way and Langford Lane – ending up on the A4260. Is this a proposition by the railway authority to rid itself of a barrier crossing? Campsfield Road A4095: County Council wish to divert traffic from the Kidlington (south bound A4260 along A4095 to A44 and continue through Begbroke. The proposed P&R at Campsfield Rd will again cause further traffic problems. This will cause further problems in Begbroke with attempting to cross the A44 and cause even further delays at Wolvercote and Cutteslowe Roundabouts. This does not even account for the 4500 houses. Traffic problem pictures are shown of Langford Lane with an event held at Blenheim adjacent to proposed P&R and Campsfield Rd, Langford Lane and Parking Places at Oxford Technology park. Key commuter routes including Sunderland Avenue and Banbury Road more congested than before the £10m roundabout scheme. Langford Lane: At peak times traffic queues in both directions to the traffic lights at each end. The queues are often from the airport boulevard. Traffic cannot easily exit the industrial estates. Buses stop near Mercedes exacerbating the queues. Oxford Technology Park will have a major traffic impact. The image shows a road in Wales reduced in width for a bus lane causing major delays. Sections of road have roundabouts between. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | |

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-0518 | 25/09/2017 | Zoe | Christodoulou | | | | | N |
| 1238 | <p>Comments</p> <p>Objects to PR4a. It is unsound. Improving bus services to Oxford mainly rely on Oxfordshire CC subsidies which have recently been removed from many routes leading to withdrawal of services. Even if the frequency of buses was improved, the journey time into the city will increase, as there will inevitably be more traffic on the roads. The rapid transport network that is due to be ready by 2035, is a long way from being approved, or funded, let alone built. The submission states the new homes will be ready by 2031, this leaves 4 years minimum with even more traffic.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0580 | 03/10/2017 | Lorna | Bennett | | | | | |
| 1466 | <p>Comments</p> <p>The road structure in this area is already at full capacity and some. If you were to develop this land and add a further 4,400 or whatever new homes there is a good chance these houses will have at least 2 cars +. This would then swamp the roads that are already congested. The Council cannot even maintain what is already here, under your own admission, as the state of the roads are evident. The road are currently not really fit for purpose as it is and to add a potential 8,000 more cars is ludicrous. As for local transport, this is also not going to be fit for purpose and from what I can see no bus lane will be able to be implemented as there are too many bottle neck areas to negotiate. Therefore a park and ride would also not be feasible. The idea of shutting Sandy Lane is also extremely preposterous. The road carries a lot of local traffic from both Begbroke and Yarnton to Kidlington and vice versa. If that was to shut all traffic would then either have to go Loop Farm roundabout and Frieze Way or Langford Lane. Both of which, I think you will agree, is also not really an option as, again, these are already congested. Believes a survey was done down Sandy Lane which showed how much that road was used and also believe you do in fact have these figures. I cannot see how this would work in any event as there are actually houses along that road right up to the level crossing.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0657 | 05/10/2017 | John & Joan | Amor | | | | | |
| 1618 | <p>Comments</p> <p>Objection to large areas of land being removed from the GB. The GB was set up to safeguard the countryside from the city spreading into neighbouring countryside and to preserve the setting of the historic and beautiful city of Oxford. It now seems that present claims are not justified. Transport - Before the construction of the M40 volume of traffic along the A44 increased year by year. Completion of the motorway saw a significant drop in use of the road to Oxford. Since that time numbers of both lorries and cars have increased. If there are problems now, what can we expect when the new houses are built. The roads into Oxford through Yarnton and Kidlington will not be able to cope. Closing Sandy Lane - Sandy Lane is frequently used. The rail crossing and the canal bridge cause no problems. The bridge that was built about 1790 copes with 21st century traffic - if it needs strengthening surely this should not be a problem for today's engineers. If Sandy Lane is closed that traffic will use Sunderland Avenue just adding to the turmoil. Access to Oxford is most important to people in this area. The Kidlington area already has problems Are there better areas with easier access to Oxford? The Heathfield area would have the existing routes into Oxford plus access through Islip and Bayswater (and even through Woodeaton and Marston, although these are country roads). The Islip route has the addition of rail contact with the city. The Kidlington district is not the right place to build large estates. Yarnton and Kidlington have long histories as villages and the people living there do not deserve to be swallowed up in a great anonymous conurbation.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
| 1622 | <p>Comments</p> <p>Transport and infrastructure are key issues and growth in Cherwell needs to be looked at cumulatively with growth in West Oxfordshire. The two local planning authorities share the A44 corridor, and this together with the A40 feeds into the congested Wolvercote roundabout. Growth in Cherwell and West Oxfordshire may have implications for northern Oxford and for the A34. The impact of the A44 corridor needs to be carefully considered, and it is vital that both districts work together with the County Council to bring forward the proposed A40/A44 link together with improvements to the A44. Consideration should be given to improving rail links by providing a new station at Begbroke. The two Councils should work together on the delivery of their Infrastructure Delivery Plans. Policy PR4a provide an appropriate framework for this to happen. Agree with the expectation that strategic developments will be expected to provide proportionate financial contributions towards necessary infrastructure and services.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>It is essential to have recognition of some of the wider transport improvements required in the proposed policy. For example the proposed A40/A40 link and improvements to the A44.</p> <p>To address cross-boundary issues with West Oxfordshire</p> | | | | | | | |
| PR-C-0660 | 07/10/2017 | Carol | Matheson | | | | | N |
| 1630 | <p>Comments</p> <p>Transport has not been positively prepared. It fails to address the already polluted roads, traffic congestion and parking issues. It fails to explain how the roads will be improved to accommodate the thousands of extra cars and it fails to give any source of funding for improving roads/transport.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0668 | 08/10/2017 | Stephen | Youngman | | | | | |
| 1645 | <p>Comments</p> <p>Objection relating to Kidlington, Yarnton and Begbroke on the following grounds: Development could be located on sustainable sites identified elsewhere in the district rather than GB which Government says should only be used as a very last resort. A high proportion of the new homes should be affordable for young people and families from the local area. Infrastructure such as roads and schools should be put in place, as well as adequate parking facilities for the new residents. Traffic congestion and parking is already a major problem in Kidlington and the surrounding area, especially in the rush hour. Support for Cherwell's decision not to include land behind the Moors for development, as this is GB land used for recreation by local people, and would cause yet more traffic problems. I am appalled at the prospect of Kidlington and it's close neighbours becoming another suburbs of Oxford, with the consequential loss of revenue to Cherwell District Council.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-0678 | 04/10/2017 | Neil | Bennett | | |
| 1665 | Comments | | | | |
| <p>Oxford's unmet housing needs - it has been proven that the number of houses required has been grossly overestimated. Oxford City must have plenty of sites that can cater for their housing requirements such as brown belt land and derelict sites. Also long term vacant properties could be used either in their ownership or under compulsory purchase orders. GB - Greatly saddened that building on GB land could become acceptable. Brown belt land nearer better road links such as along the M40 should be seriously considered. Building this amount of houses on 2 - 3 existing communities would actually swamp and destroy them. This GB land is widely used for recreational purposes by many locals and visitors. GB is integral to my business. It differentiates the villages and their own identities. This proposal will create another form of Oxford where one area blends into another, all clumped together. Villages will triple in size which is just madness. There will also be greater potential for flooding. Once this GB has gone it will be lost forever. Density - the proposed density will result in everyone living in each others pockets and paying a premium for the privilege. Affordable housing is needed in the form of cheaper homes or council houses enabling the younger generation (and some older people) to be able to afford their own houses in this area. The proposed affordable housing makes me laugh and will not be affordable for local people. We have enough luxury houses already and people attracted to these houses are likely London commuters or investment properties to be rented out. Transport - Road structure is already at capacity and this development would swamp roads that are already congested. The roads are already not really fit for purpose with little or no maintenance. A park and ride would not be feasible as no bus lane could be implemented due to the bottle neck areas. The idea of shutting Sandy Lane is extremely preposterous - this carries a lot of local traffic which would have to use other congested options. A survey was done showing how much Sandy Lane is used. How would this work as there are houses right up to the level crossing? Employment - The figure for new employment is grossly overestimated. Existing and part built Science Parks and the like already add to the traffic problems on inadequate roads, while a lot of units remain empty. These sort of developments should be located near or have easy access to motorways and be fit for purpose. I feel like I am being pushed out of the village I was born and grew up in. There are far better sustainable sites which could make a whole new community. Please leave our GB alone.</p> | | | | | |

Changes Sought

Reasons for Participation

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| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | N |
| 1681 | Comments | | | | |
| <p>The Submission Plan (5.45) north Oxford suffers from “high levels of congestion and delay” and that there are Air Quality Management Areas across the whole city as a whole and on a small section of the Bicester Road due to high levels of pollution.Traffic LevelsOxford Road is regularly at a standstill from 7.00am on a working day. It can take minimum 45 – 60 minutes to get into Oxford City. Roundabout changes at Cutteslowe and Wolvercote have not made things better. Additional traffic will make the situation worse.The Bicester Road is similarly busy at peak times, often coping with traffic avoiding the congested A34. Bicester Road is used as a rat run when the A34 is blocked which happens frequently leading to congestion. The Submission Plan itself in 5.47 says:“Traffic modelling suggests that under the highway circumstances that exist in 2013, the 4400 new homes we are planning for would increase car journeys by 1.3-1.4% - a relatively small percentage change but one that must be seen in the context of a wider picture of existing traffic congestion and delay experienced on the network.”You have not explained where you got that figure. Are you anticipating one car per house (and ignoring the fact that most people rent out rooms) – the flat above us has three bedrooms and has two cars.An additional 4400 houses in Cherwell (1410 of which are in the Parish) together with further growth at Banbury, Bicester and Upper Heyford will put further pressure on the transport network through our Community and exacerbate the problem. The new Westgate Shopping Centre is anticipated to be a major attraction drawing visitors in and traffic problems within Oxford related to this are already being reported locally.Bus ServicesPR2 (a) ii and (d) refer to improved bus services along the A4260/A4165. At present there are examples of bus services being reduced through Gosford rather than increased. The S5 (Stagecoach) bus service no longer runs direct from Gosford, have more diverted routes and are busier and more delayed than previously. Delays are due to increased traffic congestion. No where do you mention the cuts that affected the bus routes across the whole county. Also understand that charges at the Park and Ride are increasing which will not help alleviate the problems. Where will additional space be found for a bus lane on Oxford or Bicester Road? One was there previously and was deemed unsuccessful and did not last more than a couple of months. Residents already experience problems from vibration in their houses from buses/lorries so if the bus lane is brought closer to their properties this will make the problem worse. How will an additional bus lane through Kidlington or Gosford be achieved. Given the above concerns do not believe that Policy PR4 will achieve sustainable development, nor will it be effective in delivering the necessary improvements over the Plan period. Remain unconvinced that the policy complies with the National Planning Policy Framework paragraphs 29 and 30 in terms of delivering sustainable transport and reducing congestion.Air PollutionThere are designated Air Quality Management Areas (AQMA) covering the whole of Oxford and on Bicester Road within the Parish. This illustrates that there are recognised air pollution problems within and very close to the Parish. The most recent 2016 Air Quality Status Report for Cherwell confirms (Table 3.1) that nitrogen dioxide concentrations still exceed the national air quality objective for Bicester Road AQMA.Given that the whole of the administrative area of Oxford City has been declared an AQMA it is difficult to believe that areas just immediately to the north of the City Boundary (and within the Parish) will not risk suffering equally from air pollution resulting from increased traffic levels. Within the Oxford AQMA the Wolvercote and Cutteslowe roundabouts are identified as hotspots for pollution both of which are close to Gosford and Water Eaton Parish. We do not consider that Cherwell has fully considered the air pollutionimpacts of the additional traffic on the Parish. Funding Appendix 4 provides a list of transport infrastructure improvements to support the growth proposed. However, it is noted that whilst many of these are considered of “Critical” costs/funding are to be confirmed. Itremains distinctly unclear as to whether these improvements will indeed secure the necessary funding. In addition, many of these schemes, it appears require developer funding for implementation which are clearly yet to be secured. There needs to be a much clearer link between the transport improvements and new developments. Development should not go ahead until critical infrastructure is in place. FundingAppendix 4 provides a list of transport infrastructure improvements to support the growth proposed. However, it is noted that whilst many of these are considered of “Critical” costs/funding are to be confirmed. It remains distinctly unclear as to whether these improvements will indeed secure the necessary funding. In addition, many of these schemes, it appears require developer funding for implementation which are clearly yet to be secured.There needs to be a much clearer link between the transport improvements and new developments. Development should not go ahead until critical infrastructure is in place. Given the above concerns do not believe that Policy PR4 will achieve sustainable development, nor will it be effective in delivering the necessary improvements over the Plan period. Remain unconvinced that the policy complies with the National Planning Policy Framework paragraphs 29 and 30 in terms of delivering sustainable transport and reducing congestion.</p> | | | | | |
| Changes Sought | | | | | |
| Reasons for Participation | | | | | |

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| PR-C-0695 | 07/10/2017 | Prof Roger | Davies | | |
| 1721 | Comments | | | | |
| <p>Transport plans are complacent. Current congestion at peak periods is already amongst the worst outside London. The resulting air pollution is a serious hazard to health, especially to those living on major arteries. The proposal is to increase the housing stock by > 50%, no specific plans with deadlines are included to mitigate the huge additional traffic load that will be created by the new residents. The response in terms of queuing times to increased traffic load is non-linear, so the long wait already experienced at the `Sainsbury’s roundabout’ & Peartree intersection could easily double or triple at peak times. The intervals of the day with significant congestion will also be significantly expanded. Other infrastructure, schools, surgeries, retail outlets, leisure facilities, etc. will all need to cater for a 50% increase in the population when they are already stretched well beyond their designed capacity. On both transport and other infrastructure the only rational approach is to increase capacity first BEFORE building more homes.</p> | | | | | |
| Changes Sought | | | | | |
| Reasons for Participation | | | | | |

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| PR-C-0698 | 06/10/2017 | Ms Frances | Peck | | N | Y |
| 5425 | Comments | | | | | |
| <p>The Transport Assessment is not based on any feasibility study and so is disingenuously optimistic about what can be achieved. It speaks of a bus lane from Begbroke to Loop Farm disregarding the fact that a railway bridge and a canal bridge would preclude this from happening on this single carriageway. It acknowledges that the cost of delivering the necessary road improvements would be very high but there is absolutely no guarantee that anything like the amount of money needed would be found. A cursory look round Yarnton at the state of the potholes and weeds growing along the road edges indicate that roads have been a very low priority for a long time. Furthermore, the closure of Sandy Lane to cars would mean drivers having to take a much longer route to our nearest shopping centre, Kidlington, thus adding to air pollution.</p> | | | | | | |
| Changes Sought | | | | | | |
| Reasons for Participation | | | | | | |
| I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | | | |

Proposed Submission Plan - Policy PR4a - Sustainable Transport

| PR-C-0720 | 07/10/2017 | Adrian | Sutton | | | | | |
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| 1810 | <p>Comments</p> <p>The Government has published a consultation document Planning for the right homes in the right places. This document sets out Government proposals to assess housing needs in different areas of the country. It has been welcomed by many professionals who regarded the earlier SHMA estimates as overblown and unjustified. Rep quotes Helen Marshall of CPRE as saying that the housing needs in Oxford had been reduced in the new estimates by no less than 47%. For more than 60 years the Green Belt that forms the Kidlington Gap has successfully checked urban sprawl, and it has prevented the merging of Oxford and Kidlington, provided access to countryside to residents of north Oxford and Kidlington, and preserved the setting of the historic town of Oxford. In view of the new assessment of housing need in Oxford, and the lack of a completed local plan by Oxford City Council informed by accurate data on the land available for housing within Oxford, it would be irresponsible and reckless for Cherwell District Council to proceed with its plans to build on the Kidlington Gap. The above Government consultation document also notes that the pressure on housing is much greater in London, and is set to increase further over the next decade. Given that the proposed housing in PR6a and PR6b is approximately 10 minutes walk from Oxford Parkway station it is obvious that those sites east and west of Oxford Road (A4165) will be very attractive for London commuters. It is hard to imagine how key workers in Oxford in need of affordable housing will be able to compete with the market pressure of London commuters for this housing. The proposed housing density on the golf course is only 25 per hectare, and it is highly unlikely that any of it will be affordable to those who need cheaper housing in Oxford. One of the greatest attractions for families living in north Oxford is the wide range of available secondary schools. If 1,180 new households were built on either side of Oxford Road there would be even more car journeys to schools inside the Ring Road to prolong the commute into Oxford. Following a Freedom of Information request Oxford City Council has admitted recently that the new road layout and traffic lights at Cutteslowe roundabout have not improved traffic flow along Banbury Road. This continues to be an area of severe traffic congestion during school term, and the proposed housing can only make it worse. The only good transport link is from Oxford Parkway station, but even there the huge station car park is already filled by London commuters during week-days, less than 2 years since the station opened. We understand that Cherwell District Council have been obliged by the "Duty to Cooperate" with Oxford City Council to solve Oxford's perceived housing problems. But Oxford City Council has chosen to allocate land to employment at the Northern Gateway development instead of housing. Further employment growth is unnecessary and unsustainable in an area of full employment and a shortage of housing. It only exacerbates the housing problem, and leads to even more people commuting into Oxford. Rather than helping Oxford City Council in this way Cherwell District Council should challenge the lack of thinking displayed by the City Council. We recognize that Oxford has a housing problem, especially for key workers. But building on the Kidlington Gap is unjustified by the information available, and by Oxford City Council's own policies to develop land for employment rather than housing. Once the Green Belt has gone it has gone forever, and it is difficult to see how further urban sprawl to the east of Oxford Road could be contained since the nearest road is the B4027, which is several miles to the east (National Policy Planning Framework, paragraph 85). We urge Cherwell District Council to postpone any decision on the development of the Green Belt around Oxford until all the facts are made available.</p> | | | | | | | |
| | Changes Sought | | | | | | Reasons for Participation | |
| PR-C-0747 | 06/10/2017 | Dr Elizabeth | Fry | | N | N | N Y | |
| 1884 | <p>Comments</p> <p>As residents of Yarnton with a grown family living at home four cars are used. There is no SAFE way to cycle to work and the public transport either does not travel close enough to the place of work or would require substantially more time than is feasible but the cars are needed at work for operational purposes. Like many households cars will run and this won't change however much public transport is improved. The current infrastructure DOES NOT support the current traffic requirements encouraging the use of 'rat runs' through all the villages. The traffic reaches a standstill on the A34, the ring road, the Woodstock and Banbury roads into the City Centre, this backs up to the Pear Tree roundabout and most of the way to Woodstock on the A44 and to Eynsham on the A40. The traffic from Bicester impacts greatly on the roads in the area. It would be unthinkable to increase the housing level in this area without improving the road network. Many hours of work have been lost due to the current road situation and it is a huge worry. There is no money allocated for new infrastructure.</p> | | | | | | | |
| | Changes Sought | | | | | | Reasons for Participation | |
| | For the reasons given and the representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported and adopt as part of this representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for inspection. | | | | | Begbroke & Yarnton Green Belt Campaign to represent at the Examination should it take place. | | |
| PR-C-0758 | 10/10/2017 | Susan | Cooper | | Yes | Yes | No | |
| 1904 | <p>Comments</p> <p>No mention is made of measures to encourage people to refrain from owning cars, such as promoting and providing space for car-sharing clubs. Strongly suggest this be added here and in each of the policies for specific areas.</p> | | | | | | | |
| | Changes Sought | | | | | | Reasons for Participation | |
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | Y | |
| 526 | <p>Comments</p> <p>Support with amendments. The consortium is supportive in principle of the provision of sustainable transport measures in order to ensure that residents of new sites have a range of sustainable transport options when they choose to travel. However, the most appropriate means of achieving sustainable transport arrangements has yet to be the subject of detailed study. It may be that when the effects of a proposed development upon the local highway network is assessed it will determine that some of these measures are no longer appropriate, or indeed that other measures should be prioritised.</p> | | | | | | | |
| | Changes Sought | | | | | | Reasons for Participation | |
| | The wording of the policy should not therefore be so prescriptive as that currently drafted, but should simply describe a range of options that might be delivered by the proposed development sites. | | | | | On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination. | | |
| PR-C-0791 | 10/10/2017 | Keiron | Ward | | | | N Y | |
| 2035 | <p>Comments</p> <p>The locations chosen for the 4,400 new houses are close to the most congested roads in Oxfordshire. The Plans "sustainable transport policy" is expecting very large numbers of people to change their behaviour and cycle, walk or use the bus instead of their cars because of the public transport improvements proposed. The proposals read as wishful thinking with no foundation. Yet this is an aspect of grave concern to everyone who uses and needs the local transport network. A 50% increase in population – to work and commute to Oxford is not sustainable. Does not believe that the transport improvements needed to support the additional development can be achieved without great harm to the natural environment and to local air quality. The road network in this area already serves local, regional and national functions and already requires improvement to address existing capacity issues. Further investment should be confined to addressing these issues only.</p> | | | | | | | |
| | Changes Sought | | | | | | Reasons for Participation | |
| | In the absence of hard evidence that the proposed transport policy will support the plan should be withdrawn. | | | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | |

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-0793 | 10/10/2017 | Maria-Teresa | Cobo-Losey | | N | N | N | Y |
|------------------|------------|--------------|------------|--|---|---|---|---|

2048

Comments

The Proposal is irresponsible as it will have a major negative impact on transport with extra pressure being placed on already congested roads. The plans for new transport infrastructure deal with the existing needs and do not model the impact of the additional 4,400 houses. These irresponsible plans will also cost millions of pounds and are currently unfunded. The Rapid Transit system (remember these are long buses, NOT TRAMS) will not pass through either Begbroke or Yarnton but will instead go from the new proposed Park & Ride site at Bladon roundabout to Kidlington along Langford Lane. Traffic that normally passes through Kidlington will be encouraged to use the A44. This means our villages will not be served by the Rapid Transit system and will suffer increased traffic, and that is before considering the new houses. This is very irresponsible! The CDC has not consider how an additional 4,400 houses in the area will affect the daily routine of the residents, particularly those that commute to and from work everyday. Therefore the CDC's Proposal is very irresponsible as it does not consider the commuting needs of the people who go to work and it will affect people going by car or cycling to work too. The transport plans indicate that Sandy Lane will be closed to through traffic at the level crossing. Sandy Lane, by the admission of Oxfordshire County Council and Cherwell District Council, is a well-used road. We also know that it provides a valuable link between our two villages and Kidlington. There is no public transport option planned to link these villages together with the only option being to travel further by car (which is already being discouraged) or walking or cycling. The traffic increase resulting from the CDC's Plans may well produce casualties including those cycling to work. Therefore the proposal is very irresponsible.

Changes Sought

For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

PR-C-0808

10/10/2017

Anne

Denby

Canal & River Trust

2074

Comments

This policy requires proposed development on the strategic sites to include the provision of new and enhanced pedestrian/cycle routes into and out of Oxford. As identified within the document the canal provides a direct link into Oxford. The canal towpath is an important traffic free route for walking / cycling for both leisure and utility walkers and could provide linkages between the urban areas and for access to local facilities such as schools / train stations. The towpath would also aid in providing a safe, convenient and attractive walking and cycling network to promote health and well-being, consistent with the aims of the NPPF. The Trust would note that the towpath width is restricted and there may be structures, pinch points and narrow sections of canal towpath, such as adjacent locks, within the District which may be a challenge in terms of increased usage and integrating with other towpath users, visitor moorings and anglers. It should therefore be recognised that enhancements / improvements may involve more than towpath resurfacing works. The improvement of existing access points may also be required to support the proposed developments and increased use of the canal network. In addition, widening and improvements to the tow path (and subsequently the canal bank) may be required along with dredging and vegetation management should widening be required to support additional use. To encourage and support additional use of the canal for cyclists additional signage may also be required in pinch points to highlight that pedestrians have priority. Interpretation along the canal, with circular walks etc. could also be required to support additional leisure use. Enhancements such as the removal of graffiti and measures to reduce any further instances of vandalism should also be incorporated as these would further enhance the attractiveness of the use of the canal corridor. The Canal & River Trust generally seeks to maintain its assets in a "steady state", and this is based on current usage. Where new development has the likelihood to increase usage we consider that it is reasonable to request a financial contribution from developers to mitigate this impact by addressing issues such as those set out above. The mechanisms through which improvements are to be provided should be fully set out within Policy PR11.

Changes Sought

The Canal & River Trust generally seeks to maintain its assets in a "steady state", and this is based on current usage. Where new development has the likelihood to increase usage we consider that it is reasonable to request a financial contribution from developers to mitigate this impact by addressing issues such as those set out above. The mechanisms through which improvements are to be provided should be fully set out within Policy PR11.

Reasons for Participation

PR-C-0813

08/10/2017

Jennifer

Betts

2206

Comments

The infrastructure is not costed funded or programmed but just a list of aspirations.

Changes Sought

An infrastructure delivery plan should be prepared to ensure that the entire infrastructure is in place in time to meet the needs of the new development and mitigate impact on the existing community.

Reasons for Participation

PR-C-0814

07/10/2017

David

Betts

2223

Comments

Note that the developments of PR6 to PR10 are to make proportionate contributions directly to transport infrastructure. Do not think this is clear enough and concerned that if public money is not forthcoming and the development does not happen or happen together there will not be sufficient funds to meet the transport infrastructure needs it total or in time for the development.

Changes Sought

An infrastructure delivery plan should be prepared to ensure that the entire infrastructure is in place in time to meet the needs of the new development and mitigate impact on the existing community.

Reasons for Participation

PR-C-0832

10/10/2017

David

Flavin

Oxfordshire County Council

5033

Comments

Content relating to public rights of way and access to the countryside is supported, in particular policy 4a (Sustainable Transport), 5 (Green Infrastructure) and PR1 1 (Infrastructure Delivery) as they meet the aims of the adopted OCC Rights of Way Management Plan 2015-2025. Where development sites are crossed by public rights of way this can be addressed on a site by site basis as applications come forward. The Plan provides a reasonable amount of protection and potential for enhancement and mitigation. It also has the potential to significantly increase access for non-motorised residents and visitors which is fully supported.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR4a - Sustainable Transport

| PR-C-0834 | 10/10/2017 | Linda | Ward | | | | N | Y |
|-----------|------------|-------|------|--|--|--|---|---|
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5173

Comments

The locations chosen for the 4,400 new houses are close to the most congested roads in Oxfordshire. The Plans "sustainable transport policy" is expecting very large numbers of people to change their behaviour and cycle, walk or use the bus instead of their cars because of the public transport improvements proposed. The proposals read as wishful thinking with no foundation. Yet this is an aspect of grave concern to everyone who uses and needs the local transport network. A 50% increase in population – to work and commute to Oxford is not sustainable. Does not believe that the transport improvements needed to support the additional development can be achieved without great harm to the natural environment and to local air quality. The road network in this area already serves local, regional and national functions and already requires improvement to address existing capacity issues. Further investment should be confined to addressing these issues only.

Changes Sought

In the absence of hard evidence that the proposed transport policy will support the plan should be withdrawn.

Reasons for Participation

Wish to be represented by Kidlington Development Watch at the oral examination in public.

| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | | | | |
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2280

Comments

Park & Ride Note prepared by IMA Transport Planning (Transport Consultants) to support representations on Policy PR4a

Changes Sought

Reasons for Participation

| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y |
|-----------|------------|--------|----------|-------------------------------------------------------------------------------------------------|---|---|---|---|
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5010

Comments

The Tripartite supports the principle of this policy and accepts that the Policy PR8 proposed allocation site should contribute proportionately towards measures to improve car and non-car access to the Begbroke site. This is to mitigate the impacts of traffic likely to be generated by or attracted to the site as a result of development including the provision of a Park & Ride (P&R) facility and associated Bus/Rapid Transit services which would remove a proportion of existing traffic from the highway network. However, whilst the Tripartite agrees that the approach proposed within the Proposed Submission Plan will deliver a sustainable site and strategic development at Begbroke, it considers that the option to relocate the P&R site proposed presently at the London Oxford Airport to the Begbroke site should be considered, as this has the ability to deliver enhanced public transport access between Begbroke/Yarnton and Oxford. The reasons for this are set out in the attached supporting note prepared by the Tripartite's transport consultants, IMA Transport Planning. The proposed Begbroke and Yarnton allocations combined would provide 56% of the unmet housing need to be accommodated within Cherwell, and, uniquely amongst the proposed allocation sites, the proposed Begbroke allocation (PR8) encompasses the existing Science Park and includes a significant area for its expansion. This expansion has already been accepted in principle in the Cherwell Local Plan Part 1 as an 'exceptional circumstance' and is to be formally confirmed through the Partial Review and/or the Local Plan Part 2. Hence, as well as generating trips towards Oxford from housing to employment (and other purposes), the Begbroke site will also attract trips from Oxford to the University-based Science Park contained within it. For this reason, the potential clearly exists to provide sustainable public transport services connecting Begbroke and Yarnton with Oxford and so minimise car usage. Considering existing bus provision, during the working week, at present one bus service (the half hourly Service S3) passes the Begbroke site on the A44 and runs through the urban area of Yarnton. This service runs between Oxford in the south east and Chipping Norton (via Woodstock) in the north west. By comparison there are currently 3 bus services running through Woodstock (Services 7, 500 and S3 – all half hourly) giving 6 buses per hour or one bus every 10 minutes on average in each direction. All of these services run into the centre of Oxford. Kidlington is currently served by 9 main bus services (including the variations on Service 2) which combine to provide some 21 buses per hour during the working week, or around 1 bus every 3 minutes in each direction on average. With the exception of service 700, these services all run into the centre of Oxford. Service 700, which runs every 20 minutes to and from Kidlington, serves the Headington area of Oxford, which is a major employment area. All the services running through Kidlington route into and out of Oxford by way of the A4260/A4165 corridor, which bisects the proposed Kidlington and North Oxford allocation sites. As such, the need to improve public transport services to and from the proposed Begbroke and Yarnton allocations sites, which jointly would provide over 50% of Cherwell's element of Oxford's unmet housing needs, linked to a P&R at the Begbroke site, is greater than for the other allocation sites, and hence should be prioritised within Policy PR4a. Initial master planning for the Begbroke site has demonstrated that an effective public transport loop can be accommodated through the centre of the proposed development. Therefore, in addition to the potential for the P&R services to route through the site, it is important that this bus infrastructure should also be utilised for other bus services. Policy PR4a sets out a number of schemes where the provision of land is required to support a relevant transport schemes. Policy PR8 requires the reservation of 0.5 hectares of land for a future railway halt/station on land east of the A44 at Begbroke. As a significant and sustainable transport element of the PR8 strategic development site, it is considered that this should be listed within Policy PR4a, albeit subject to further investigation on feasibility and discussions with all relevant stakeholders. Early indicative demand forecasting shows there is a strong business case for both a 1 train per hour (tph) service between Oxford and Banbury, an alteration to the existing service, calling at Begbroke, or an extended 1 tph London Paddington-Oxford to Banbury service calling at Begbroke. However, the estimated land requirement for a station, based on IMA's experience of stations of a similar size which includes two 10 car platforms, a station building, forecourt (drop-off, replacement bus and taxis bays), cycle rack and car parking spaces is around 1.5 ha, and therefore it is recommended that the allocation area is increased accordingly.

Changes Sought

Proposed changes suggested for Policy PR4a - These schemes shall include: (a) improved bus services and facilities along: i. the A44/A4144 corridor linking Woodstock and Oxford, with prioritisation given to the improvement of public transport services to and from the proposed Begbroke and Yarnton allocations sites, which jointly would provide most (over 50%) of Cherwell's element of Oxford's unmet housing needs, linked to a P&R at the Begbroke site. (g) the reservation of 1.5 hectares of land for a potential future railway halt/station at Begbroke in line with Policy PR8, subject to ongoing feasibility assessment.

Reasons for Participation

The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.

| PR-C-0864 | 05/10/2017 | Reverend Peter | Hewis | | | | | |
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2350

Comments

The planners fail to realise that Kidlington is the nearest shopping centre, place for major doctors' surgeries, the centre of entertainment and exhibitions (Exeter Hall) and the place of major shops and banks for Yarnton. I have done the return journey by car from our home and the closure of Sandy Lane will greatly increase the mileage between the two communities. The planned new railway station or halt seems to have very restricted access and no parking provision. Kidlington residents will have no access other than on foot or bicycle as no buses serve that area. To create a bus lane will involve widening the canal bridge and railway bridge at Yarnton yet the District Council recently gave planning permission for new housing very close to the canal bridge.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
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5210

Comments

8) There are no proposals for any form of innovative car free, or to discourage having cars associated direct with the proposed housing development areas, which could improve on housing density. 9) Concerned that a Brown Field site at the disused Shipton quarry & cement works has been dismissed from being identified as a proposed housing development area. It is understood from proposals many years ago that this development project was for a self contained settlement with a sustainable community consisting of a substantial number of homes provided with day to day facilities. This included a railway station link to close by Banbury / Oxford railway line, along with a park & ride service to Kidlington & on to the Oxford area. Being to the north of Kidlington it is close to the diversionary route for missing Kidlington using the A4260 Banbury Road junction with A4095 Upper Campsfield Road, leading to A44 Bladon Roundabout. In transport terms a proposal for such a Shipton development area would be superior to the housing development areas identified by CDC. Such a site would take away less Green Belt land, & being a new development with self contained facilities the designed layout would benefit from being planned from scratch. Rather than on an ad hoc basis, relying on existing over-stretched facilities, as proposed in the CDC Partial Review. Shipton quarry and cement works is proposed in the additional objections along with a suggested development area map. 10) Under PR4a - Sustainable Transport, the strategic developments provided under Policies PR6 to 10 is expected to pay substantial financial contributions towards providing the delivery of improvements and mitigations to the highway network, for providing other infrastructure and support for public transport. It is assumed that such financial contributions will come under Section 106, or a Community Infrastructure Levy (CIL). Therefore such funding of projects & improvements can only happen once a substantial amount of house building & purchase of homes has taken place, or from possibly other developer available funding. Also in the event of any shortfall of finances, then either such proposals will be deferred, or not come to fruition. This OBJECTION makes it clear that the proposals under the Cherwell Local Plan Partial Review (Part 1) will cause an unacceptable level of traffic congestion, pollution & road accidents for the road network around Kidlington & surrounding area. The representation includes a SUGGESTED BROAD BRUSHED BASIC ASSESSMENT TO INDICATE ABOUT THE ADDITIONAL POPULATION AND ADDITIONAL TRAFFIC WHICH IS LIKELY TO BE GENERATED ONTO THE LOCAL ROAD NETWORK IN KIDLINGTON AND SURROUNDING AREA DUE TO THE PROPOSED ADDITIONAL 4,400 HOMES (see representation).

Changes Sought

Change proposed area to Shipton Quarry Cement works site.

Reasons for Participation

Based on the representation, would like to reserve the right to respond if necessary.

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| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
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5209

Comments

1) The statement in the Cherwell Local Plan Partial Review (Part 1) paragraph 5.47 about the "traffic modelling suggests that under highway circumstances that existed in 2013 the 4,400 new homes would increase car journeys by 1.3% to 1.4%". However for clarity this should have included quoting an increase in vehicular traffic generated by the proposed developments onto the local road network, and expressed as a range due to the many uncertainties associated with the CDC proposals. Detailed comments are made to support this view. 2) The attached broad brushed approach using data obtained from National Census 2011, D for T, Transport Trends 2015 and Oxford & Cherwell provides an estimate of 10,560 additional population with a likely additional of 26,400 to 31,680 vehicles per day. These will be using the local road network each day, & at peak times will be between 3,000 & 3,600. The Cherwell Partial Review does not provide any indication about what type of junction arrangements will be provided onto the existing local highway network for serving each identified development area. All this will have a significant bearing on the traffic capacity of the local highway network in Kidlington & surrounding areas at peak times. The existing highway network already indicated by OCC's current Local Transport Plan shows that in this area at certain pinch points the road network is already at an RFC of between 85% & 95% and will approach saturation point with additional traffic from proposed developments, where RFC equals 1.0. It is also noted in the OCC Local Transport Plan that during peak hours the A34 between Peartree & Botley interchanges reaches over capacity & unlikely to accommodate any more traffic generated from further Oxford developments. 3) There is mention of an A40 / A44 proposal to the south of Kidlington & a possible Oxford to Cambridge expressway some time (or never) in the future to relieve the A34. In the case of an A40/A44 Loop Farm roundabout link, it will generate more traffic onto the A4260 to Kidlington roundabout & use C43 Bicester Road, which is not an OCC Lorry Route. Also part of this road is identified for being provided with an Air Quality Action Plan, but suffers from Oxford and other long distance lorry drivers using this route as a rat run to & from A34, which is being ignored by the Authorities for implementing a much needed HGV ban. 4) There is mention about a proposal for an A4260/ A44 link to the north of Kidlington for diverting traffic away from Banbury & Oxford Roads, but traffic assignments involve route lengths and congestion where at peak times it could still mean being quicker to route along the main road through Kidlington, or rat run through The Moors which happens frequently at present. 5) As indicated in the Department for Transport National Transport Trends, in the Oxfordshire Local Transport Plan, and from recent automatic traffic counts the trend is for vehicular traffic to increase in the future, particularly under Oxfordshire planning to become an economic growth area. This does not seem to have been taken into account in the traffic assessment. 6) With the ever shrinking number of official car parking spaces in Kidlington the proposal for an additional 4,400 homes will lead to more on-street parking than happens at present, with less shoppers. 7) The new park & ride proposal at Langford Lane could mean more people bypassing Kidlington shopping centre as they head direct towards Oxford. However such a car park would help solve the on-street parking problems which happen along service roads in the business parks off Langford Lane.

Changes Sought

Reasons for Participation

Based on the representation, would like to reserve the right to respond if necessary.

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| PR-C-1332 | 10/10/2017 | Peter | Webber | | | | | N |
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4370

Comments

It would be helpful for the opportunity to be taken to seek to secure an interchange station east of Bicester serving East West Rail and HS2, which in my view would greatly boost the chances of a high-tech employment belt in the area. I appreciate of course that that is outside the main scope of this consultation.

Changes Sought

Reasons for Participation

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|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|

5322

Comments

The plans are being sold on the premise that they provide easy access into the city by simple virtue of their straight line proximity to the city centre. This is highly simplistic and initially ignores all the limiting factors imposed by the existing road network, peak traffic flows and local network geography. When these salient facts become evident the review seeks to divert attention away from them by broad references to aspirational projects such as a "Rapid Transport Scheme" or Green Infrastructure. None of these concepts are defined in the review beyond these loose buzzwords. When questioned at one of the local presentations, planning officers obviously had no clue how many of these projects would work in practice. It's not enough to simply aspire to improved transport systems, there is a need for specifics about how they could be achieved, especially if additional burdens are going to be placed on already overstretched existing infrastructure by massive increases in population. Without a clear and workable plan, and most importantly, the funding to make it reality BEFORE additional houses are built, further development will simply serve to make an already intolerable set of circumstances much worse leading to a reduction in the quality of life for both existing and new residents alike. Proposals within the review surrounding transport infrastructure are some of the most audacious, fantastical and speculative within a document that is an exemplar of those qualities. There are several wild assumptions made about existing and additional traffic flow, private car use and availability of public transport. The terms 'sustainable' and 'green' feature heavily throughout these proposals, but as with so much else within this review, there is very little substance to the aspirations and no realistic assessments or explanations of how they could be delivered. Detailed arguments to support this view are given. Whilst I would support any moves towards sustainable transport initiatives, it's clear that these areas of north Oxfordshire are singularly unsuited to such projects in the short term and it would be very unlikely to seem such additional transport infrastructure implemented within the timeframe encompassed by this partial review. Transport Infrastructure It is arguable that many of these transport improvements are already desperately needed for the people already living in these areas, so perhaps if such projects come to fruition over the coming years there may be more scope to consider additional development. But it would seem unlikely that anything on the scale being proposed now would be viable without significant and major improvements over the next 10-20 years."

Changes Sought

Reasons for Participation

To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes

Proposed Submission Plan - Policy PR4a - Sustainable Transport

PR-C-1388 10/10/2017 David Abbott Highways England

4489

Comments

Transport Modelling: We have considered the potential impact of the proposed development locations on the SRN junctions in the local vicinity, using high level outputs from the Oxford Strategic Model's Refined Development scenario. With the enhanced transport improvement package, modelling shows that the links on the A44 corridor appear to be approaching or over-capacity in 2031 for both morning and evening peak hours, while some junctions along these corridors are predicted to be experiencing delay. It is unclear whether the model was used to identify the proposed mitigation measures to support the additional housing development set out in the PR or whether these were taken from other sources and adopted in the model as a 'given' and it is requested that clarification is provided on this. We understand that two packages of strategic off-site transport improvements were tested in relation to the proposed development using the OSM. Highways England consider that there is a lack of clarity regarding the schemes included within these model runs (including those discussed in the PR such as a new rail station at Yarnton/Kidlington, the conversion of the A34/A44 Peartree Junction to signal controlled, the severing of Sandy Lane, the A40/A44 link road and the mode shift to cycling). Further clarity is sought on details model infrastructure inputs in this regard. We note that following the implementation of PR development there are predicted to be capacity issues along the A34 and at M40 Junction 9. It is not fully clear whether or how the operation is predicted to worsen when compared to the Do Minimum scenario. It is requested that a more comprehensive set of outputs is provided to enable HE to assess the impact of the PR development on the SRN and to assess whether the proposed transport improvement measures sufficiently mitigate those impacts. Furthermore, we are unaware of any more detailed junction modelling that has been undertaken, making use of flow outputs from the OSM. In order to accurately determine the operation of SRN junctions (including the A34/A44 Peartree junction, other junctions on the A34, and M40 Junction 9) it is recommended that junction-specific models are used to assess the operation of the SRN both without development and with development and the proposed infrastructure measures. In connection with this, sensitivity testing should be carried out for scenarios in which the provision of infrastructure that would affect the SRN is/ is not included, for example the A40/A44 link road and the severance of Sandy Lane to motor vehicle traffic. Testing a scheme to convert the A34/A44 Peartree junction to traffic signal control should also be included, whether or not this forms part of the infrastructure to be provided, since it has been referred to in the TA as possible mitigation measure, unless it has been discounted.

Changes Sought

Reasons for Participation

PR-C-1388 10/10/2017 David Abbott Highways England

4491

Comments

Spatial Strategy

We note that the PR seeks to locate the majority of development on land designated as Green Belt but that Cherwell District Council considers the circumstances to be exceptional and meet the conditions set out in NPPF Section 9 in allowing development on Green Belt land. We would highlight the risk that if Green Belt development is not permitted it may need to be allocated elsewhere, which could potentially have a far more onerous impact on the highway network than is predicted within the PR. The case in support of Green Belt development needs therefore to strongly emphasise this.

Nevertheless, we consider that if 4,400 dwellings are delivered in the plan period (in addition to the developments already committed in the Cherwell Local Plan) then there could be a significant impact on the operation of the SRN and the importance of the accurate assessment of this impact needs to be emphasised.

We acknowledge that development locations have broadly been allocated along the A44/A4260 Corridor between North Oxford and Woodstock, with some locations on the edges of the Oxford and Kidlington urban areas and some in more rural areas. It should be noted that the development sites away from urban centres may not benefit from some of the existing urban sustainable transport options available. It is therefore important that sufficient sustainable transport solutions are provided to/from the development in these areas to ensure the impact of additional traffic on the network is minimised where possible.

We welcome the location of development in relatively close proximity to Oxford along key radial routes. There is the potential for frequent, high quality sustainable transport connections from the additional development sites to the Oxford urban area. Should these not be in place then we consider that the traffic impact upon A34/A44 Peartree Interchange arising from the additional development is likely to be intolerable. We note that the PR does not appear to propose any highway infrastructure improvements to support the development proposal, only public transport infrastructure. However, the residual impacts are yet to be fully understood, as are any mitigation measures that may be a consequence of them.

In addition to the A34/A44 Peartree Interchange, we consider that there could be an impact on the operation of other sections of the strategic road network, including other links and junctions on the A34 and M40 Junction 9. It is unclear yet from the PR what these impacts could be.

Whilst we support the intention of Cherwell District Council to seek developer funding for the infrastructure schemes listed in the PR, it should be clarified whether the developer funding is intended to fully cover these schemes or whether further additional funding would be required. An approach would be welcomed where planning permission for the proposed developments would be conditional on including proportional funding for the infrastructure set out by the PR.

We note that 1,180 dwellings have been put forward as extensions to the northern edge of the Oxford urban area. Extensions to the urban area could be considered suitable locations for development provided good accessibility to existing services and facilities exists and necessary supporting infrastructure (including public transport services) can be provided. Although we welcome the proximity to existing and planned sustainable transport infrastructure, we consider that the extensions proposed could affect the A34/A44 Peartree Interchange, the A34/Oxford Road junction and potentially M40 Junction 9.

We note that the remaining 3,220 dwellings have been allocated to sites adjacent to Kidlington, Begbroke, Yarnton and Woodstock. Whilst some of these sites are located further away from the Strategic Road Network, it is likely car trips from these sites to Oxford will route via the A34/A44 Peartree Interchange and that a number of longer distance trips could also route via A34/A44 Peartree Interchange as well as the A34/Oxford Road junction.

We consider that whilst some of the sites may have less of an impact on the strategic road network due to their size and/or proximity, the cumulative impact could be significant and it is recommended that an assessment of this impact is undertaken.

We welcome the intention to prepare Transport Assessments and Travel Plans to support all development identified to meet Oxford's unmet housing need. Transport Assessments should endeavour to establish the potential impact of a development on the SRN and what measures may be required to mitigate these impacts. The PR indicates that developers will be required to make a contribution to infrastructure measures identified within the adopted Local Plan and Oxford Transport Study. Transport Assessments could therefore also be used as a basis to establish the quantum of each contribution, each development should make, together with type and form of the mitigation measures required.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-1389 | 10/10/2017 | Nick | Small | Stagecoach in Oxfordshire | Y |
| 4495 | <p>Comments</p> <p>Stagecoach is very encouraged by the manner in which this Plan Review has been progressed by Cherwell District Council, supported by key partners and stakeholders, and OCC in particular. It is positively prepared in that it seeks to meet in full, the development needs that have been judged to require accommodation within the District arising from the Oxfordshire Growth Board's apportionment. The Plan is properly justified, backed by a comprehensive suite of relevant and proportionate evidence as required by NPPF paragraph 182. There is a proportionate and relevant transport evidence base that underpins the Plan, and this evidence base has been available suitably early in the Plan-making process. The OTS and the dLPPR are both now each supported further by work to establish in more detail the feasibility and design options for key measures set out within it. Therefore, the Plan is supported by a deliverable series of transport mitigations. Stagecoach wishes to publicly commend the Councils for the depth and breadth of partnership working in addressing not only the need to accommodate the City's development requirements beyond the City's boundary, but the transport and movement issues that arise from this. Preparing the STA and the Corridors Study has demanded intensive partnership working with a wide range of stakeholders within very ambitious timescales. Stagecoach recognises and also applauds, that the dLPPR progresses a development strategy that is focused on several key principles, which align excellently with the principles set out in the NPPF. The only area where Stagecoach has some small residual concern is that the Plan could make rather clearer that the A44-A4260 Corridor Study has shown that opportunity clearly exists for comprehensive bus priority on the A44 South of Bladon, of equivalent standard to that proposed on the A4260 BRT Corridor. We would urge that this is rather more clearly signalled within the STA, the Infrastructure Delivery Plan (IDP)/infrastructure Schedule, and the draft policies for Strategic Allocations proposed North East of Woodstock, North of Yarnton, and at Begbroke. The STA makes clear that south of Yarnton, the A44 is already subject to severe peak delays and that without substantial measures to address this, these conditions will substantially deteriorate. The significance of the A44 Bus Priority within the Plan, as part of its supporting transport mitigations strategy, is that much the more important when regard is had to the development strategy proposed in West Oxfordshire, which will directly impact on the A44 south of the Bladon Roundabout. The Corridor Study shows that the rail bridge on the A44 south of Yarnton evidently is a very significant constraint limiting the scope to cost-effectively add capacity for general traffic. Even if it could be, providing for general traffic would serve only to add pressure on key links and junctions at pear tree and Cutteslowe. However, north of Yarnton, the existing A44 carriageway has been largely ""hatched out"" as redundant. As a result, the Corridor Study shows that bus lanes could be delivered very cost-effectively making use of this currently unused highway pavement, with limited need to construct new carriageway with its attendant costs. South of the rail bridge, the Study is more agnostic, as it looked only at what could be achieved within the public highway. However, allocations are made alongside the A44 in the Plan, and it is vital that the Plan and supporting IDP references the potential for bus priority along the A44 to resume, through provision of a widened carriageway incorporating bus lanes, over a relatively short stretch on approach to the Loop Farm roundabout, and beyond to Pear Tree. The constriction at the bridge can in our view readily be addressed by bus gates. We are also aware that the Corridor Study suggests a new parallel bridge structure could be provided which would allow free-flowing continuous bus priority. We would greatly prefer and strongly recommend that this is taken forward if at all possible. We would therefore welcome further work being undertaken to establish the feasibility, costs, and benefits of the alternatives to the rail crossing. Finally, we note that the Infrastructure Schedule does not specifically reference the bus lanes on a stretch of A44 between Langford Lane and the Begbroke Science Park access road, which forms an important part of the A44 Bus Priority proposals set out in the Corridor Study, and is an essential element if the necessary seamless rapid transit pathway is to be provided.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |

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| PR-C-1396 | 09/10/2017 | Paul | Walker | Oxford Bus Company | Y |
| 5161 | <p>Comments</p> <p>SUPPORT this policy with AMENDMENTS.The provision of adequate infrastructure to facilitate commercial bus operation is essential. The district also needs to be mindful of objectives set out for transport in both LTP4 and Local Enterprise Partnership (LEP) strategic documents. The LEP infrastructure ambitions must be realised through developments as they go through the planning process and reflected within their development plans. Demand within Oxford is highly peaked and distances between main settlements means that high mileages are involved. The opportunity cost in improving such services is extremely high, especially when off-peak demand is so limited. For bus services to be commercially viable in a climate of reducing public funding we would recommend that housing developments are either located on existing public transport corridors where possible or they are concentrated where volumes can justify the provision of a bus service. The suggestion that the traffic modelling shows only a 1.3-1.4% increase in car journeys during the plan period from these developments suggests that there must be a reliance on sustainable non car modes to achieve this figure. It is critical that any new infrastructure introduced to facilitate housing and economic growth is mindful of the public transport network and any new infrastructure should be designed to enhance rather than impede this. Engagement with bus operators on each development as planning applications are made is absolutely essential and we are more than willing to help shape developments and thus what infrastructure is required to facilitate commercial bus operation in the medium to long term after initial 'pump priming' using section 106 funds. Encouraged by the approach within the policy that proportionate financial contributions are made by the sites covered in Policies PR6-PR10 to ensure that development takes place that is sustainable both in planning terms and financially. In particular we support the improved bus services along the A44/A4095 and A4260/A4165 as well as bus services along the A4260 into Oxford. Oxfordshire County Council is proposing the development of Bus Rapid Transit (BRT) schemes to help buses to get to the city centre more quickly. However at this stage the plans are not mature enough to demonstrate how the highway will be used to facilitate this and therefore what journey time improvements can be made that would be a sufficient and deliverable. However the policies need to explicitly highlight costed proposals for bus services improvements. Therefore there needs to be mention within the policy of the need to "kick start" bus services for a number of years promoting alternative transport to the car until the development is built out and services viable. We support the development of new park and ride models where these are feasible – in terms of generating suitable BCRs we would suggest this needs to build on existing sites and where there is or shall be demandcreated. This includes improved and prioritised links for buses between settlements including access onto major routes as well as through major sites which will give certainty to journey times. The concept of an outer ring of P&R's further out of the city centre is not proven. P&R's further out of the city will increase journey times and cost significantly and reduce attractiveness to many commuters. It is generally regarded that with bus based P&R twenty minutes is an acceptable journey time. Commuters within the ring of proposed "outer" P&R sites would, in our opinion be unlikely to drive out of town to travel back in through P&R provision. In addition to aid this we would suggest a planning requirement of a "one payment" system which would stop users having to pay for parking and then pay separately for the bus service and that ways of providing this need to be developed as part of the pre-planning process. The Local Transport Plan 4 for Oxfordshire aims to support jobs, housing growth and economic vitality, reduceemissions and enhance air quality as well as protect the environment and quality of life. The Plan also aims to minimise the need to travel, influence development to maximise the use of existing and planned strategic development and develop sustainable patterns of growth to deal with worsening traffic congestion. We would point to emerging guidance from CIHT which is currently being developed, and on which Oxford Bus Company have been involved. The aim of the guidance is make development more bus friendly and support the development of commercially viable routes once a development is fully built out. Development shouldalso be high quality with quality bus provision that is attractive to users with improved access to main corridors, less deviations off route and reduces potential delays with carriageway widths within new development a minimum of 6.75 metres. Moreover it is essential that if developments are to be made sustainable public transport services are provided and funded from very early in the development to embed transportation habits. We are keen to ensure a high quality bus stop with superior facilities that might be expected on a high quality bus corridor. A typical stop should be provided with: -- Good bus stop design including real time passenger information display as set out above, printed timetable and service information, local map and way finding;- High visibility bus stop flag and pole with appropriate and consistent branding;- Interactive audio help points;- A Wi-Fi hotspot if public transport bus stop departure times can be accessed via mobile phones;- An enhanced maintenance regime to maintain the quality feel of infrastructure investment;- A higher kerb to reduce the step height between the bus and the footway, minimum 125mm;- Higher quality footway and carriageway paving materials;- A stop cage marking of sufficient length to enable buses access close to the kerb. Minimum of 15m per bus if unobstructed (to cater for maximum likely vehicle lengths).</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| | <p>Propose this policy is amended to ensure that there is a clear roadmap as set out above to deliver the safeguarded transport improvements desired at especially with regard to the strategic locations highlighted within the plan.</p> | | | | |

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|

5383

Comments

The CDC Local Plan Part 1 and the NPPF (Para 34) support a strategy whereby growth should be directed towards the most sustainable locations, encouraging travel by non-car modes. The County Council's Oxford Transport Strategy is also clear in its objectives for achieving a meaningful modal shift for those travelling into Oxford City away from the private car and towards public transport. In this context, the justification for the Council's approach in pursuing growth at sites such as PR7, PR8, PR9 and PR10 which propose concentrated levels of development (circa 3,220 dwellings) is unclear. The development as proposed is concentrated along the already very congested A44 corridor and around Kidlington which is a known congestion hotspot. While some development in this area may be appropriate, the concentration of sites will lead to significant issues of congestion given that the sustainable modes being pursued (with the exception of cycling) are all road based Park & Ride, Bus and RTP routes. The Sustainability Appraisal (June 2017) recognises that new development around the Kidlington area 'may increase congestion but the Local Plan Part 1 Partial Review allocates new housing sites that encourage the use of sustainable transport and are allocated following consideration of their impacts on transport patterns through the SA'. Notwithstanding assessment of the proposed allocations through the SA, the impact of congestion has not been sufficiently weighed in the balance when considering reasonable alternative sites and a broader distribution across the District. For example, locating development on the rail network at locations such as Islip would assist in removing some traffic movement from the road entirely. It's recognised that there is the potential for a new railway station at Yarnton, but this is a long term strategy with no immediate proposals for delivery. CDC does not consider this necessary infrastructure to support the proposals and simply consider it a potential future benefit. Therefore, all focus for this plan period under this strategy will be on the road, contrary to the conclusions of the Sustainability Appraisal and to which our client objects. Overall, the various transport evidence base documents prepared to date have not robustly assessed the opportunities to improve rail usage despite current work being undertaken to develop the East-West rail link. East-West rail Phase 1 works saw an upgrade of Islip station which is on the new Oxford – London Marylebone line. The Western Section of East-West Rail will also see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s. Despite this significant rail investment, no development is proposed within Islip which is just a 3 minute train ride from Oxford Parkway, 7 minutes from Bicester, 11 minutes from Oxford and under an hour to London Marylebone. Our client is of the view that Policy PR4a (and by association policies PR6-PR10) focuses too strongly on improvements to and mitigations for the highway network rather than considering options for removing traffic from the road network and towards more sustainable modes such as rail. The proposed locations for the additional housing are known areas of congestion and the transport proposals do not go far enough to solve the existing issues, with the proposed levels of development in this location likely to compound matters further. Our client objects to these policies which will lead to increased levels of congestion and the strategy will not achieve a step change in modal split. Soundness - The evidence base prepared to support Policy PR4a (and by association policies PR6-PR10) is not sufficiently robust to justify the approach to allocate this level of housing in an area of existing traffic congestion without an effective strategy to achieve a step change in modal split. The Council needs to justify its approach for focusing so much of the new development in one area which is already known to suffer issues relating to road congestion. Rail has not been considered as a reasonable alternative within the evidence base documents and consequently the draft plan is not justified. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area. The Plan is not consistent with national Policy as the proposed development is not located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Changes Sought

The evidence base has failed to sufficiently consider investment in rail / exploitation of existing rail assets despite recent investment in the East-West Rail project. A thorough exploration of the reasonable alternatives is required. More detailed consideration needs to be given to the potential for locating new development at Islip within proximity to the existing railway station. This location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR4a

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| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5304

Comments

The locations chosen for the 4,400 new houses are close to the most congested roads in Oxfordshire. The Local Transport Plan shows that all four roads meeting at the Peartree intersection are at or over capacity. Anyone who travels in this area will confirm that there are long delays at peak times and often unpredictable delays at other times in this area. These high levels of traffic congestion are acknowledged in the plan and result in high levels of local air pollution. In para 5.47 of the plan it is suggested that 4,400 new houses "would increase car journeys by 1.3-1.4%" also suggesting that this is a small change. This is a meaningless statement as it does not specify on which roads, over which area and at what times these journeys would occur. It is also based on data from 2013 which is clearly now out of date. Furthermore it, presumably, does not take into account additional traffic arising from the housing allocations in other Districts, from the substantial allocations made in Local Plan Pt 1, from the proposed development at the "Northern Gateway" and from possible regional or national highway projects. Kidlington, Begbroke and Yarnton currently have around 8000 houses. Common sense suggests that an increase of 4,400 houses would result in an increase in car journeys in that area of over 50% (and certainly not 1.4%), without allowing for increases resulting from other development. A plan should surely be subject to a 'sanity check' such as this, and the fact that the statement in para 5.47 is included without any comment, justification or qualification suggests a serious lack of evidence and understanding. Indeed the plan goes on to say that "Our development strategy provides the opportunity to reduce this percentage" (para 5.47) without any explanation or justification. The plan is clearly not justified. The Council's proposed answer is Policy 4a "Sustainable Transport" by which developers of the allocated sites will be expected to contribute to highway and public transport improvements. Such improvements, largely for public transport, form a significant proportion of the projects listed in the infrastructure schedule. However, these have no costings or funding source attached. Private developers will also be expected to make contributions to utilities provision, public services, green infrastructure and affordable housing. Without information on costs it is impossible to say whether the transport projects can be afforded. The plan is not justified. Very few of the proposed improvements are intended to cater for private vehicles such as cars, vans and lorries. The "sustainable transport policy" simply means expecting very large numbers of people to change their behaviour and cycle, walk or use the bus instead of their cars because of the public transport improvements proposed. However there is no analysis to give any confidence that the public transport improvements will even meet the extra demand generated by the new development let alone achieve significant modal shift away from private transport. Instead the explanatory text for this policy is dotted with words such as 'opportunity' and 'potential'. It is simply wishful thinking with no foundation. Many journeys can only realistically be made by car and many modern developments such as retail parks rely on car use. Journeys by delivery and service vehicles will still be needed, as will freight traffic. Given the proposed 50% increase in population in this area, it is inevitable that journeys by private vehicles will increase significantly. Again no analysis is provided and no explanation of how increased journeys by private transport will be accommodated. As it stands this policy is not justified and ineffective. While the proposed housing sites have been chosen for being close to Oxford, they are actually located at the other side of the city from two of its three major employment areas in Headington and Cowley. So, not only would journeys to these areas originate in an area which is one of the most congested in the county but also they would involve travel across the city, cutting across other congested routes to the centre. Whether these journeys would be made by public or private transport they would be longer, more difficult to provide for and give rise to more congestion than is necessary. Do not consider that the transport improvements needed to support the additional development proposed can be achieved without considerable harm to the natural environment and to local air quality. The road network in this area already serves local, regional and national functions and already requires improvement to address existing capacity issues. Further investment should be confined to addressing these issues only."

Changes Sought

There is no reliable evidence that the proposed transport policy will support the proposed development, so the plan should be withdrawn. Further it is likely that the highway improvements needed will in themselves be damaging, so a different development strategy is needed. A realistic plan for overcoming existing problems in this area should be included within that strategy.

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of: our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
| 5603 | <p>Comments</p> <p>In terms of connectivity, we OBJECT to Policy PR4a because it does not provide for a cycleway link northwards from Begbroke Science Park into the southern end of Oxford Technology Park. This link was shown prominently on the 2013 work by Alan Baxter.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | <p>The link between Begbroke Science Park and Oxford Technology Park, as proposed by Alan Baxter (Figure 15.2) needs to be reinstated as sound place-making; e.g., linking to the hotel at the technology park (a current planning application). Generally, the land to the north of Begbroke is better suited in landscape terms for development, which could include a mix of uses behind the technology park on land owned by Blenheim. Proposes a modest expansion of Oxford Technology Park, to include the cycleway link to Begbroke Science Park first proposed in the Alan Baxter work .</p> | | | <p>We confirm that we wish to attend the examination in public.</p> | | | | |
| PR-C-1417 | 10/10/2017 | Gary | Orchard | | | | | |
| 4533 | <p>Comments</p> <p>Objects strongly to CDC's plans to build 2,480 new houses on Green Belt (GB) land surrounding Yarnton, Begbroke & Kidlington. The GB area meets all 5 conditions for GB status, thus making it ineligible for a building project of this nature. It would also destroy the nature & quality of life in all 3 villages, seriously harm the wildlife dependant on this area for survival and put an impossible strain on the infrastructure which struggles to cope with the existing level of occupation. Transport. The current proposal has no mention of increased or improved road networks which would therefore put an unnecessary and impractical strain on the already overcrowded road system in & around Kidlington. The increase in traffic, particularly on the main Woodstock Road between the Rutten Lane roundabout & the Kidlington roundabout, that is inherent in this proposal would result in serious deterioration of the road surface which is already in a poor state & which CDC seems currently unable or unwilling to do anything about. There is currently no bus service between Yarnton & Kidlington which means that if Yarnton residents wish to have access to the main Kidlington supermarkets they have to drive there. Under these proposals the Sandy Lane link between Yarnton & Kidlington would be closed to through access, which would force residents onto the already overcrowded Woodstock Road & double the length of their journey, adding to cost, pollution & gridlock which is already a regular feature on this stretch of road, particularly when Blenheim Palace hosts major events i.e.. Country File Live. Health. Getting an appointment at Yarnton Medical Practice is already a long, drawn out process with a minimum wait of two weeks for a regular appointment. Urgent, same day, appointments are strictly limited and very much a question of luck. With over 2k new families moving into the area, this service would crumble under the strain, leading to serious health implications for those living in the area. Making the elderly & the very young, vulnerable. Quality of life. Those who choose to live in this area do so because we prefer not to live in an over-crowded, under resourced urban sprawl. The proposals would turn Yarnton, Begbroke & Kidlington into just that sort of area. It will probably become a dormitory town for those wishing an easy commute to London via Oxford Parkway Station, filling the area with people who have no real interest in the area itself & no wish to become integrated into the local community. Parkway Station, already well used, especially during the week, would become overcrowded with too few parking spaces, as would all the other car parks in Kidlington. Summary. The suggested population increase has not been supported by facts; the possibility of affordable homes is non-existent with the leader of the Council blaming Developers for the problem when in fact they are functionaries appointed by the Council to carry out their bidding; no additional infrastructure such as improved road networks, better public transport, shops & medical facilities have been factored into these plans; the targeting of the GB has been seen as an easy option rather than the Council utilising brownfield sites within the Oxford City boundaries; proper consultation procedures have been ignored & the opinion of residents disregarded. This plan is unwarranted & unwanted & should be abandoned immediately.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1422 | 10/10/2017 | J K | Jutton | | | | | Y |
| 4543 | <p>Comments</p> <p>Object to PR4 (a). This policy is unsound as it clearly identifies the A44 as the priority route for private vehicles, while providing unconvincing proposals for improvements, only hoping more people would cycle or use public transport. There is a high risk of creating regular traffic gridlock by adding even more vehicles, as this route is often crawling during the weekday morning rush hour as the traffic funnels into the single carriageway constriction at the Cassington Road roundabout (Turnpike Public House), the road ahead constrained from widening by 2 bridges before struggling to join the ever busy A34 at the Peartree roundabout and join or cross the congested A40 ring road at the Wolvercote roundabout. Air and noise pollution levels along the Yarnton dual carriageway are already bad, and any new houses on the eastern side will from this environmental impact, as it would be situated downwind of the prevailing westerly airflow.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | <p>Represented by Begbroke and Yarnton Greenbelt campaign group</p> | | | | |
| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | N | Y |
| 4551 | <p>Comments</p> <p>Transport. The proposed new developments around the A44 will enormously increase the traffic problems already being experienced. The A44 is a major route channelling traffic into Oxford from Woodstock and North Oxfordshire. It changes from dual to single carriageway in Yarnton at the junction with Cassington Road at the Turnpike roundabout. This causes huge tailbacks of slow-moving or stationary traffic, which often stretch back towards Woodstock from the Pear Tree interchange at peak times. There is constant road noise which can be heard all day long, including evenings, from the houses and gardens in nearby Meadow Way. The proximity of the road to housing is also a potential health hazard in respect of air pollution. It is dangerous to try to cross the road other than at the one pedestrian traffic light crossing between Cassington Road and Rutten Lane. Cassington Road runs east to west through the centre of Yarnton and is used as a rat run by traffic from the A40 avoiding the Pear Tree interchange. This in turn leads to tailbacks of stationary and slow-moving traffic through the village in the rush-hour because vehicles cannot get out onto the A44 at the Turnpike roundabout. The Plan states that the purpose of the new Park & Ride at Bladon roundabout is to capture the traffic travelling into Oxford from the north. However, this will be negated by the fact that 2,480 new homes are to be built between the new Park & Ride and Oxford. The residents of these houses are unlikely to be prepared to travel north to the Park & Ride in order to get a bus south into Oxford. Given that most homes now have more than one car that will be a massive increase in car journeys through Yarnton and Begbroke. If the new developments were to be located north of the new Park and Ride the proposal would make much more sense. There will also be an increase in traffic through Yarnton and Begbroke as the Plan proposes to divert traffic from the Banbury Road across to the A44 to avoid going through Kidlington. The current S3 country bus service travels from Chipping Norton (or Charlbury) through Woodstock, Begbroke and Yarnton into Oxford via the A44 and Woodstock Road. These buses have recently been reduced to two per hour in the day-time and are usually very full by the time they reach our villages. They also struggle to keep to the timetable due to traffic congestion on the A44. Stagecoach have recently introduced a new trial 7A bus service from Yarnton via Oxford Parkway into Oxford. This is a welcome attempt to help us get by public transport to the new train station, Summertown shops and the 700 hospitals bus service at Water Eaton Park & Ride. However, the buses stop running after 8.28 am and start again at 3.28 pm. This means people with senior bus passes (which can only be used after 9 am) cannot use them on the outward journey. These older people are among the most likely to be travelling to hospital for appointments or visiting and need a bus service that runs throughout the day as there is very little choice when arranging clinic appointments. The only alternative is for such journeys to be made by car. The local bus service between Begbroke, Yarnton and Kidlington was withdrawn last November. In addition to this there are no other east-west bus services, so village residents cannot get to Witney, Cassington or Eynsham either by public transport. This only exacerbates the congestion by increasing the number of car journeys made locally.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | <p>I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.</p> | | | | |

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | N | Y |
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4552

Comments

The potential trebling of the combined population of Yarnton and Begbroke, the severe limitations of the existing bus services, and the proposed diversion of additional traffic from Kidlington to the A44, make it essential to provide improved public transport facilities and road design/management to avoid constant gridlock, pollution and delays in the future. However, it would appear that there are no realistic plans to alleviate current problems, let alone avoid even worse ones in the future. What plans there are seem to focus exclusively on introducing bus lanes on the A44 and encouraging commuters to cycle to work. This reinforces the impression that the proposed new housing is targeted primarily at young professionals commuting to either Oxford or London via Oxford Parkway station, apparently often by bike. There seems to be little or no consideration of the actual needs of existing residents or commuters, which are varied. The majority of residents do not necessarily work in central Oxford. My experience of commuting to work from Yarnton pre-retirement was very different from the picture painted in the Plan. There was often no alternative but to travel by car via the A44, A34 or northern ring road. Travelling to work outside Oxfordshire often had to be done by car. Even journeys to Oxford entailed a car journey to the Park & Ride. The S3 bus was unreliable with poor frequency. All journeys had to be planned around traffic congestion making the working day longer than necessary. And of course the volume of traffic has increased in the last seven years. Since retirement I have used public transport wherever possible, but still have to contend with journeys being much longer than they should be at peak times, often sitting in stationary buses on the A44 and Woodstock Road. No mention of how to improve the already congested road network for private vehicles or how it will cope with the increase from all these developments. The proposed introduction of bus lanes on the A44 will reduce availability of whole lanes to car drivers, thereby reducing the capacity of the A44. And because the section of the A44 between the Turnpike and Loop Farm roundabouts is single carriageway it will be impossible to provide bus lanes unless the road is widened. But because this stretch incorporates canal and railway bridges it is likely the cost will be astronomical. A particular issue for Yarnton and Begbroke is that we will not be served by the new Rapid Transport system that will run from the new Park & Ride at Bladon roundabout via Langford Lane and Kidlington to Oxford Parkway Station and into Oxford. The other premium bus route from the Park & Ride to Oxford, whilst travelling through our villages on the A44, does not appear to stop in either Begbroke or Yarnton. The proposed closure of Sandy Lane to through traffic is incomprehensible. This is the main and only direct route from Yarnton and Begbroke to Kidlington, our nearest location for essential amenities and services. It is well-used, trouble-free, avoids the congestion on the A44 and takes local traffic off the A44 and Frieze Way or Langford Lane – both resulting in much longer car journeys. Residents would be unable to use Sandy Lane to get to Kidlington if it was pedestrianised. Whilst Yarnton and Begbroke have been allocated the largest share of additional housing, no realistic plans have been made to improve the currently struggling road networks and failing public transport services in order to accommodate the increased pressures. The reverse is the case and aspects of the plans will make things worse.

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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|------------------|------------|-------|------|---------------------|--|--|--|--|
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
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4572

Comments

Supports the overall spatial strategy, Vision & the new Spatial Objectives (SO16-SO19) as they specifically & positively respond to the issue of meeting Oxford's unmet need, & recognise that the strategy needed to be different to that of meeting the wider district needs. The strategy reflects how important it is for the sites to have a good spatial relationship to Oxford, & incorporates essential planning principles which align with those identified & agreed in the joint studies undertaken under the Growth Board; The strategy seeks to locate development so that it is well-connected to Oxford & supports the city's economy (Policy PR4a); & in addition it seeks to offer people convenient affordable & sustainable travel opportunities to the city's places of work, services, & facilities; These guiding principles are all welcomed. Supports the sites proposed in the Plan (Policies 6-10), which the evidence base demonstrates will offer residents good relationships to Oxford & sustainable travel options for accessing work & other requirements in Oxford. Welcomes how cross border issues including affordable housing & transport have been addressed for the sites which adjoin the administrative boundary, in order to achieve a joined up approach to design & integrated communities, particularly the links to the Northern Gateway site, access to Oxford Parkway station, & the sensitive consideration of Cutteslowe Park (Policy PR5).

Changes Sought

Reasons for Participation

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|------------------|------------|-----|------|---------------|---|---|---|---|
| PR-C-1442 | 10/10/2017 | Tim | Lund | Oxford YIMBYs | Y | Y | N | N |
|------------------|------------|-----|------|---------------|---|---|---|---|

4604

Comments

We very much welcome that, per 5.13, the "strategy is Oxford specific; to provide homes where people can most readily connect to Oxford and sustainably access the city's employment areas, its universities and its services and facilities". This readiness to co-operate with neighbouring authorities is essential for coherent planning, and recognises the needs of both existing and future residents. The weakness of the plan arises from its acceptance of the current low densities of the area. The numbers of homes per hectare on the sites proposed in Table 4, around 20, are in line with those for existing 'fully developed' areas of Kidlington, but less than half in parts of Oxford, without any high rise development, and also without the outstanding existing and potential public transport options discussed in this plan. Planning for unnecessarily low densities means that new homes will, immediately via the open market, or over time as they are resold, be unaffordable by the keyworkers for whom they are meant. Measures to keep new homes affordable are welcome, but will be hard to maintain in the long run as long as there are not enough homes overall. The realism of para 5.13 should mean policies for Kidlington, Begbroke and Yarnton which allow the development of a new, distinct identities as local centres, so that they do not become low density dormitory suburbs, whether of Oxford or London. Higher densities should also apply to currently developed areas, in a way which works for existing residents, and reduce the area needed for new development. This would mean less loss of Green Belt, which will be welcomed by many, although this should not be an overriding objection. A gap between Oxford and these local centres risks undermining their connectedness with Oxford, as required by 5.13, so some Green Belt land will have to be re-designated. New policies suggested above for identities as local centres can offset this any loss in this regard. We strongly support policies for the encouragement of environmentally sustainable transport, such as the proposed new rail station at Yarnton, infrastructure required for rapid transport schemes, and better cycling facilities, especially allowing access to Oxford. Higher densities will also encourage walking, which is the most environmentally sustainable transport mode of them all.

Changes Sought

Reasons for Participation

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| PR-C-1447 | 10/10/2017 | Christopher | Hardman | Wolvercote Neighbourhood Forum | | | N | Y |
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5190

Comments

The policy has not been positively prepared, as existing roads approaching the north of Oxford are already at full capacity in peak periods. There are few indications that the work on the Wolvercote and Cutteslowe roundabouts has much improved traffic flow and the pollution levels are no doubt as high as before. Oxfordshire County Council's Transport Plan relies heavily on the introduction of rapid transit buses and improved cycle lanes, and this policy expects that the County's Plan will be carried out on time. Highway improvements to be effective need to be more extensive than we have experienced so far and it is unrealistic to expect that they will be implemented in the necessary time scale in the present economic climate. Even if adequate improvements are planned there will be a mis-match between the speed of development and the rate of their completion. Buses approaching from out of city Park and Ride facilities will be unlikely to cope with all the increased demand resulting from the 4,400 dwellings planned much closer to the city. The policy is not justified. The A4144 (Woodstock Road) and A4165 (Banbury Road) each currently carry over 17,000 vehicles every day and 46,000 people a day commute into Oxford to work. The developments proposed by Cherwell District Council to the north of the city seem to ignore the fact that the majority of the employment sites are to the south east of the city. It does not make sense to build in these northerly areas, simply encouraging workers to cross the city by car. In addition, the policy does not appear to take account of the likely effect on the roads of building on the Northern Gateway site, with thousands of employees and hundreds of residents. Currently, the Northern Gateway AAP allows for 90,000 sqm of employment space, and 500 dwellings. The policy is not considered to be effective, as it relies heavily on the implementation of the County Transport Plan. If this is not completed on time, the increase in traffic in north Oxford will just lead to even more congestion than already exists. The policy seems to ignore the fact that many people still prefer to drive their cars. The policy is not in line with national policy, because its delivery is questionable, as explained above.

Changes Sought

Reasons for Participation

Wolvercote Neighbourhood Forum would wish to be represented at the examination because we represent a large number of local people who will be affected by any development in Cherwell near to the northern boundary of the city.

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-1479 | 09/10/2017 | Hugh | Morris | | | | N | Y |
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4643

Comments

The proposed submission plan is unsound, despite the details drawing the concept is not fully thought through, not justified and not effective for the reasons given in my specific objections below. Do not believe that this proposal has been considered having regard for other proposals in the immediate area and how that will all impact in the area. It will swamp the local area. Aware of a very similar proposal for Eynsham which will create further traffic for the A40 and therefore also the A44. There is also a huge housing estate near Barton under construction. Oxford has many areas that could be developed, using brown field or green field sites. The impact on traffic on the A44 has been understated and will become unsustainable. In the morning the traffic regularly queues back from The Turnpike roundabout, using both lanes, to Begbroke, changing one of the lanes to a bus lane will extend the queue a further mile, even if it creates more bus passengers. Noted the extra traffic volume has been assessed as very small. If that is so, given its 4,000 houses planned, that must mean the existing volume of traffic is very high, and it should be recognised that any additional traffic in the rush hour will have a significant impact, which is when most of these vehicles will be on the road. The proposed train station would be a good idea but access is being limited by the traffic restrictions so it would not be used as much as has probably been assumed. There is a variety of travel problems and suggestions in the letter. The proposed development will ruin the nature of the village and it will just become an urban sprawl with no identity and will merge into Begbroke and Kidlington. The consultation refers to maintaining the character of the villages, this proposal will not, it will swamp Yarnton and Begbroke, who will probably be separated by a narrow footpath, and both will have just the canal between them and Kidlington. One of the beautiful aspects of living in Yarnton is the green belt and the surrounding countryside walks. Part of this will be destroyed by the proposed development and wildlife lost to the area. The proposed plan to build a new primary and secondary school are totally out of keeping with the character of the villages. The proposals bring little to be attractive to the existing residents, there is no gain for our side of the scales. The proposed density of the housing is also of great concern and totally out of keeping with the existing housing. Oxford could meet its own unmet housing needs by using land earmarked for business use or redevelop brown site land. Most residents who want to live in Oxford do not want to live outside the existing city boundary. This is apparently driven by Oxford housing unmet need. The plan put forward by Cherwell Council seems to be to build everything as near to Oxford as possible. The proposal is preparing Oxford to expand to encompass the local villages. In the 70's and 80's the plan then was, and largely still is, to expand Bicester, Didcot, Abingdon and Witney. That has just created traffic queues. What is needed is a solution that moves some of the employment out to these towns. Not unhelpful of appropriate developments and growth which benefit the local area. This proposal is not appropriate. Also, belatedly noticed that the councils as a group are bidding to increase Oxfordshire population by 40% over the next 20 odd years. Oxford is already an area of low unemployment and housing shortages, traffic issues regularly create issues on the A 34 and other local roads. It seems that the councils are pursuing one plan without having due regard to what the residents want. Whilst the population will increase, building more will draw in more new residents into the area. Oxford has an international brand but does any development need to concentrate everything in a narrow area. Modern innovations means that the skill and jobs could be targeted in areas where housing or redevelopment opportunities would not have a detrimental impact. That proposal would dwarf this one.

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-1481 | 10/10/2017 | Anthony | Sanderson | | Y | Y | N | Y |
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4645

Comments

SA Submission Report Chapter 3 - Section 3.112 Transport. The Plan is unsound for the following reasons: A. The 4,000 plus homes will significantly worsen the traffic congestion at the Pear Tree roundabout, the Wolvercote roundabout and the Banbury Road roundabout. It is a fantasy to suggest otherwise. The A40 has already ceased to function effectively as part of a ring road and this extra traffic will cause massive delays. B. North Oxford is a poor generator of extra employment being very largely residential. Those employed from these 4,000 plus homes will for the most part have to travel round the ring road, adding significantly to other traffic congestion points. If instead they work further out from Oxford then their housing is in the wrong place, pointlessly damaging the green belt. There is no attempt in this Plan to identify where employment is growing or should grow and develop housing accordingly. C. The entire Plan is unsound because Oxford should have an accepted planned maximum population with either a new town or new villages outside Oxford created to manage the growth in population.

Changes Sought

Reasons for Participation

To make the Local Plan sound it is necessary to abandon the building of 4,000 plus homes on the green belt as set out and to plan for extra housing either east of Oxford beyond the green belt and nearer to employment possibilities or in a completely new village outside of Oxford with good communications.

I wish to discuss the poor positioning of the proposed housing for employment and the necessity of planning for an upper limit to Oxford's population with development beyond the green belt.

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| PR-C-1482 | 09/10/2017 | Chris | Dicks | | N | N | N | Y |
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5457

Comments

Transport: Sandy Lane forms part of my daily commute. The closure of it to cars will sever the link between Kidlington and Yarnton, necessitating several extra miles travel either through the congested Pear Tree interchange, or the equally congested airport road, putting unbearable pressure on these areas. This will make access to local amenities more difficult and increase traffic congestion. It is fundamentally flawed, and the proposals have not made clear its impact on existing homes and businesses on both sides of the railway line. It does not serve the stated objective of improving access between communities, but actively hinders it. This has not been thought through, and is hugely detrimental. The proposed new station is shown with a small star on the development plan. No space is actually shown for the station, car park and associated access. It will either take a significant amount of space out of the area allocated for homes, or will require land east of the railway line, outside of the red line, and would amount to further development by stealth. Indicating it as a mere star on a plan suggests that no real thought has gone into this. What guarantee is there that Network Rail would agree to it? The loss of Sandy Lane will make it of no benefit to those east of the line. This response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Yarnton Green Belt Campaign "BYG".

Changes Sought

Reasons for Participation

For the reasons I have given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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|------------------|------------|------|--------|-----------------------------------------------|---|---|---|---|
| PR-C-1489 | 10/10/2017 | Nick | Alston | GVA on behalf of Oxford Aviation Services Ltd | Y | Y | N | Y |
|------------------|------------|------|--------|-----------------------------------------------|---|---|---|---|

5254

Comments

Land in the western part of the site (the 'Western Development Zone') - see provided plans, is surplus to the airport's requirements. It has been earmarked by LOA for housing, employment, & a park & ride facility (the latter being a key piece of infrastructure referred to throughout the draft Local Plan, but for which land is not allocated). The adopted LPP1 does not provide a policy basis to support development in this part of the site. It is relevant to addressing Oxford's unmet housing needs therefore is a relevant matter for consideration as part of the partial review of LPP1. The airport has further areas of surplus land to the north west & north east of the site, however developing these areas is of a lower priority for the airport at present. Other Evidence: The same concern applies to other evidence base documents, including the draft Housing & Economic Land Availability Assessment (August 2017). Again this assumes that it is the entire LOA site being promoted for non-airport development (as opposed to just surplus land parcels). Accordingly the site is assessed to be not suitable or achievable for housing (due to the assumed loss of the airport) & not considered further. Assessing the site as a whole is too blunt an assessment & produces inaccurate results. The Western Development Zone is, in our opinion, suitable & achievable (see Enclosure 2 in full representation).

Changes Sought

In order to make the plan sound, in the first instance we recommend that the SA is revisited and revised in respect to the LOA site. To assist, we have provided our own sustainability appraisal of the LOA site (using the Council's SA framework) at Enclosure 3. This clearly indicates that development being promoted at LOA would comprise a particularly sustainable option for the Council which would offer the opportunity to realise unique economic benefits alongside satisfying Oxford's unmet housing needs.

Secondly, and on the assumption that the Council's updated SA reaches similar conclusions to those at Enclosure 3, we recommend amending the plan to establish a policy position that supports the development of part/all of the Western Development Zone of the LOA site for housing, employment and a transport interchange (park and ride) facility. Refer to Enclosure 2 for further details.

Specifically this would include:

- Amending Policy PR3 to remove part/all of the Western Development Zone from the Green Belt
- Amending Policy PR4a to include specific reference to a transport interchange (park and ride) facility) in the Western Development Zone of LOA
- Insert a new policy (PR10a) to allocate part/all of the Western Development Zone for housing, employment, and transport interchange uses.

Reasons for Participation

"LOA is a significant economic asset which has a functional relationship with Oxford and ingenerating/meeting its unmet housing needs. Our concerns go to the heart of the soundness of the plan, therefore we request to participate."

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|------------------|------------|---------------|----------|--|--|--|---|---|
| PR-C-1490 | 09/10/2017 | Ian and Helen | Kingsley | | | | N | N |
|------------------|------------|---------------|----------|--|--|--|---|---|

4676

Comments

Objection to Policy PR4a and Policy PR11 Congestion. 4400 houses x approx. 2 cars per household = 8800 cars. There will cause unacceptable congestion in the area. The surrounding roads in North Oxford, on the Eastern Bypass, Banbury and Woodstock are already totally gridlocked. There are no concrete or fully costed plans to improve the roads into Oxford and between villages. Everything that has been mooted in the plans has been aspirational. These plans can be sacrificed. In fact the proposal to close Sandy Lane, a major link road between Yarnton/Begbroke and Kidlington, will create even more congestion and upheaval. According to the plans the closure is for a green pedestrian, WHEELCHAIR and cycling route with railway crossing. There are no plans to widen the A44 but we have seen plans to slightly modify the circular mini roundabout at the bottom of Frieze Way/Loop Farm to become an oval mini roundabout. This will only cause more disruption and will not help to ease congestion. We understand bus schedules to Begbroke/Yarnton are actively being cutback. We do not believe there is a need for a Railway Halt and think it will not be deliverable. There is no programmed delivery on any of the Infrastructure improvements proposed, no third-party costings have been quoted and the phrase "the costs should be borne externally" is worrying. These plans should, therefore, be considered "pie in the sky". All developments should not go ahead before Infrastructure plans are fully costed and have been locked into the contract.

Changes Sought

Reasons for Participation

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|------------------|------------|----------|-------|--|--|--|---|---|
| PR-C-1499 | 09/10/2017 | Mr P D C | Brown | | | | N | N |
|------------------|------------|----------|-------|--|--|--|---|---|

4702

Comments

The houses proposed for Begbroke and Yarnton on either side of the A44 will produce more traffic onto a road that is already at its limit. The land labelled PR8 on the east of the A44 is proposed to accommodate 1950 houses and the land labelled PR9 on the west side of the A44 is proposed to accommodate 530 houses, a total of 2480 houses. All the traffic to and from these houses will come off the A44; with the closure of Sandy Lane there would be no other road. These houses would generate a traffic of over 1000 vehicles per hour at peak hours and this would swamp the A44 which is already at its limits. Has made a survey of traffic in and around Yarnton during the past few weeks. There are varied results of peak time traffic flow in the letter.d). Currently the traffic locks up and drops to a crawl or even a stand-still along this stretch of road in both the morning and the evening weekday peaks. At the Turnpike Roundabout, there are two changes to the flow; the traffic from the Cassington Road joins the A44, and the road south narrows from two lanes to one. The traffic along this southern section of the A44 is significantly higher than that along the dual carriageway section because of the traffic entering and leaving the Cassington Road. My figures show that at peak times between 16% and 27% of the traffic along the southern section leaves or enters by the Cassington Road.e). Once it passes through the village of Yarnton, the Cassington Road is no more than a country lane leading to Cassington, but it also connects to the A40 and it has become a rat-run for vehicles travelling both east and west seeking to avoid the delays in the roundabouts at the head of the Woodstock Road and at the Peartree. With more building planned for West Oxon and more houses along the A44, this will likely become an even busier road, and if traffic on the dual carriage-way is slowed there is the possibility of Rutten Lane through the village of Yarnton and past the School becoming a part of this rat-run. That would be disastrous.f). It is likely that the daily traffic lock-ups on the A44 are caused in part by the traffic at the Frieze Farm and Peartree Roundabouts and the general flow of traffic into Oxford; these junctions cannot cope with the traffic as it is, and the increased flow generated by the proposed new houses will have a disastrous effect on traffic movements and journey times for everyone in the future.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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|------------------|------------|---------|--------|--|---|---|---|---|
| PR-C-1511 | 09/10/2017 | Richard | Morris | | Y | Y | N | N |
|------------------|------------|---------|--------|--|---|---|---|---|

4752

Comments

Policy PR4a states that plans for sustainable transport will include improved bus services and facilities, and provision of new and enhanced pedestrian, cycling and wheelchair routes into and out of Oxford. Do not believe this part of the plan to be effective, since it is not deliverable over its period. The A44 & A4260 Corridor Study produced by Oxfordshire County Council (OCC) in April 2014 estimates that the necessary traffic flow improvements along the A44 and A4260 will cost in the region of £34 million. This is due to the complexity of widening bridges and roads along the route. This also does not take into account the potential additional costs of adapting these designs to accommodate an A44/A40 link road at Loop Farm that is currently under consideration (Section 5.2.1 of the A44 & A4260 Corridor Study). Such a scheme represents a figure that approaches the total yearly spend on highway and transport improvements and repairs by the entire of Oxfordshire County Council (based on figures from the OCC Statement of Accounts 2016/17). Spread over the period 2011-2031, this would be equivalent to OCC dedicating 5% of its annual capital spend on transport solely to the Kidlington area, an unreasonably high figure. Policy PR4a states that developments "will be expected to provide proportionate financial contributions" to help fund infrastructure improvements. Proportionate financial contributions will be based on figures that will allow sufficient profit for the developers from the projects, and will thus be likely to fall far short of the financial contributions necessary to secure the improvements. This policy is therefore not effective, since delivering the necessary infrastructure improvements has not been sufficiently budgeted for in the Partial review. In addition, improvements to bus services will require co-operation from service providers. Do not believe that the Partial Review is justified, since there is not proportionate evidence to suggest that the service providers in the area are committed to providing the level of service that would be required for such hugely increased passenger numbers. Recent changes to the timetable of the S3 bus which runs through Begbroke and Yarnton along the A44, which would be a key transport link for the new developments proposed in the Partial Review, have reduced the frequency of off-peak services from 3 per hour to 2 per hour, and the frequency of peak services from every 10 minutes to every 20 minutes. This has resulted in significant overcrowding on services at peak times, even with the current level of demand. A new bus route between Yarnton and the Oxford Parkway rail station, which would also be likely to be a high-demand route for residents of the new developments commuting to London, has been timetabled such that the buses arrive at the rail station at the same time as trains are scheduled to depart. This leaves no time for interchange between bus and train, making the service of very limited use to commuters. These timetable designs demonstrate unwillingness on the part of the service operator to provide an adequate service for residents, and so there is insufficient evidence to believe that the necessary improvements to bus services envisaged by policy PR4a would be deliverable, making this aspect of the Partial Review ineffective.

Changes Sought

Believes that Policy 4a should be amended to state the developers will be required to provide sufficient financial contributions to fund the entirety of the infrastructure improvements detailed in the A44 & A4260 Corridor Study. It should also include a requirement to obtain guarantees from service operators that they will provide a service to the new developments which will be sufficient to meet the greatly increased demand that will result from the building of new houses.

Reasons for Participation

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|------------------|------------|-------|-------|--|---|---|---|---|
| PR-C-1529 | 08/10/2017 | David | Stone | | N | N | N | Y |
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5433

Comments

2. The Plan is NOT POSITIVELY PREPARED. As already mentioned, the number of houses on the sites mentioned above, are unsustainable, and contrary to Cherwell's own Summary Document page 4, they will do exactly the opposite to "limiting Oxford's Outward Growth." Indeed, this will propel further 'ribbon development' in the future. The Plan is deeply "flawed," there is no mention of how it will safeguard and aid the needs, environment, and access to free-movement of present communities, adjoining the A4165, from the Cuttleslowe roundabout to the Kidlington roundabout by bus, car, cycle or on foot, the same applies across the Wolvercote area to the west end boundaries, where the ultimate impacts of development at the Northern Gateway, Barton Park (further to the east) is as yet unknown. To suggest it meets with the Country Council's Oxford Transport Strategy, is a misnomer, because this strategy is not sufficiently robust to deal with present excessive traffic congestion and health damaging pollution. Further more it is reliant on speculative funding, which may never arrive. The Link road from Loop Farm A40 to A44, has been promised, but the funding is not in place. The congestion on the A40 is unsustainable and a northern link road is needed north of Kidlington to relieve the over-whelming volume of traffic. Travel from the Park and Ride designated for Eynsham, will be constrained by the reduced width of the bridge on the approach towards the Wolvercote roundabout, so traffic coming to Oxford will remain at a standstill. It is regrettable that the County Council policy has cut bus services from villages, whom also need access to employment, perhaps if some of these villages were a little larger, bus services might be more sustainable? According to Cherwell District Council's Local Plan Summary Document: -It will create balanced and sustainable communities? NO! It will overwhelm north Oxford and Kidlington. It will be supported by necessary infrastructure? NO! No concrete evidence to deal with existing infrastructure, let alone any new infrastructure. It will contribute to improving health and well-being? NO! It will increase detrimental health of existing residents in northern Cuttleslowe, north Oxford, Wolvercote and Kidlington. Traffic will be at gridlock all day, everyday, pollution all day, everyday at EXCESSIVE LEVELS in addition to present Oxford Air Quality, non-compliance. Elderly crossing the road or accessing the shops in our area will find it completely impossible. Cherwell District Council

Changes Sought

Remove the need for affordable housing, because, there is no way it will be affordable next to north Oxford. Be honest with people, tell them their lives in Kidlington and north Oxford are to be blighted with complete traffic gridlock and damaging vehicle pollution. Be legal by NOT destroying Greenbelt land next to Cuttleslowe Park, The Golf course, (an essential recreational resource currently), and stopping coalesce with Kidlington and north Oxford.

Reasons for Participation

Believes, with respect, the Inspector would much benefit from really listening seriously to ordinary people, regarding the very real experience and particularly genuine concerns of how these 'grand proposals' to 'illegally' destroy all the immediate greenbelt land around Kidlington and north Oxford, will have a completely devastating impact on the lives, health, well being and free movement of well established existing communities.

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| PR-C-1534 | 10/10/2017 | Alan | Lodwick | | | | N | Y |
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4817

Comments

Objection. The locations chosen for the 4,400 new houses are close to the most congested roads in Oxfordshire and the busiest intersection in Oxfordshire. Traffic from about 3000 houses in the allocation (those along the A44) would have to negotiate that intersection. Additionally these proposed housing sites are located at the other side of the city from two of its three major employment areas in Headington and Cowley (fig 6, p48). So, whether journeys to these areas would be made by public or private transport they would be longer, more difficult to provide for and give rise to more congestion than is necessary. There is no proposal to increase capacity other than for public transport and to facilitate cycling and walking. However, it is unrealistic to suggest that there will be no increase in trips by private motor vehicles. Many of these trips will continue to be generated and are likely to increase in proportion to the scale of the new development, even if there is some shift to other modes of transport. Additionally, roads will get busier as a result of the other proposed major developments elsewhere in Cherwell and around Oxford. I see no evidence that this has been rigorously or robustly modelled. The Oxford transport strategy is described in the plan mainly in terms of its vision and objectives. In other words it is a set of hopes and wishes rather than an integrated, concrete set of funded projects that are designed to meet robustly modelled traffic flows. Any required highway projects, identified through a robust and up to date analysis, would have to be built in an area which is already environmentally sensitive and which suffers from noise and air pollution. Such projects would be likely to add to these problems suggesting that a completely different development strategy is required. Even the public transport projects identified in the infrastructure schedule have no costs and usually no source of funding identified. There is no certainty that even these can be afforded. The plan accepts that there is already an 'infrastructure deficit' and that investment is needed to cope with existing problems. These should be addressed before any further development is contemplated.

Changes Sought

Changes Sought: There is no robust or reliable evidence that the proposed transport policy will support the proposed development or that capacities can be increased without causing unacceptable harm. There should be a realistic plan for addressing existing problems together with a different spatial development strategy that directs growth and traffic flows away from Oxford.

Reasons for Participation

wish to participate as stated in representation above.

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| PR-C-1539 | 10/10/2017 | Tim | Emptage | | | | | N |
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4835

Comments

Object in relation to PR4a on the grounds that the transport infrastructure plan is not sufficiently robust and lacks clarity. The plan simply provides a list of aspirations and a statement that developments PR6 to PR10 are to make contributions to fund the transport infrastructure. This is not sufficiently robust and does not make clear what happens if only some of the developments proceed. Nor does it make clear that the required infrastructure will be in place when needed.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR4a - Sustainable Transport

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| PR-C-1552 | 09/10/2017 | Mark and Sandra | Bennett | | | | |
| 4881 | Comments | | | | | | |
| Strong opposition to any building application for houses/business units on the land to the rear of The Moors in Kidlington. The council has already listened to the residents of Kidlington who voiced their concerns when CDC looked and discounted this site as being unsuitable for housing. This is a GB area and as such is used by many residents and is the habitat for numerous wildlife, which must be protected. The traffic in Kidlington is at saturation point with the existing roads barely able to cope at certain times of day. An additional 300 houses plus industrial units in North Kidlington would likely generate another 450+ vehicles a day through Kidlington causing it to grind to a halt. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

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| PR-C-1558 | 09/10/2017 | Helen | Newman | | N | N | N | Y |
| 4888 | Comments | | | | | | | |
| Object for the following reasons: 1. The closure of Sandy Lane will divert all traffic onto the A44 and cut a vital link between the villages of Yarnton, Begbroke and Kidlington. Many elderly people or those with health issues would be physically incapable of cycling.2. According to the plans that were presented by CDC at the exhibitions held in the summer, the only way out of the new development on the Eastern side of the A44 is via the road leading from the Science Park. This is clearly inadequate on safety grounds.3. The traffic lights at this junction currently prioritise traffic entering and leaving this road. This, coupled with the sequence of lights regulating the increased flow of traffic from Langford Lane and the new development/park and ride at Woodstock would make it virtually impossible to get out onto the A44 from Begbroke and even more dangerous than it already is crossing the dual carriageway from one side of village to the other without a pedestrian crossing. The representative from CDC I spoke to made it clear that no change to the A44 was planned. 4. More traffic will be using the A44 due to the new developments. Already we have traffic diverting from the A40 which passes through Bladon and down the A44 to avoid the queue on the A40 at the Wolvercote roundabout. All this traffic, including the proposed Rapid transit buses will be caught in the bottleneck from the Turnpike pub to the Loop Farm roundabout where the road becomes single lane. Widening it not an option due to the canal and railway bridges. 5. No consideration has been given to the additional traffic generated by events at Blenheim Palace. 100,000 cars were expected at Countryfile Live this year.6. The A34 is up to capacity. Since the M40 extension it is now a major north-south route as well as being a bypass for Oxford. The road is taking much more traffic than it was ever designed for. It could not cope with the added amount of traffic that a development of this size would generate. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| She would like Begbroke and Yarnton Green Belt Campaign to represent her at the examination | | | | | | | | |

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| PR-C-1576 | 09/10/2017 | Heidi | Lancaster | | | | |
| 4917 | Comments | | | | | | |
| Objects to the proposed submission plan because there is a lack of strong evidence for such a large number of houses needed. In order for our villages, towns & cities to remain distinct entities the amount they can expand should be limited. With no mechanisms to prevent this the end result could be one large urban conurbation. The GB is one way in which the individual character of our villages, towns & cities can be retained. If Oxford cannot meet its own housing need, then it has expanded as much as is possible. It should not be looking to neighbouring LA's to meet that demand. A false demand for housing is being created by proposed business developments. If Oxford cannot supply the amount of housing required by the business developments then the business development plans need to be re-visited. They should be scaled down so that the housing needs created by the development can be met on land within Oxford City. Building on the Green Belt: The Government's NPPF , Section 9 "Protecting GB land" states: "The govt. attaches great importance to GB's. The fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of GB's are their openness & their permanence." Only in "exceptional circumstances" should there be any change to the GB. As there is not a real demand for this number of houses, I do not consider the circumstances to be anywhere near exceptional. I would consider the need for housing to be exceptional if there were no empty houses in or around Oxford & if new developments sold out immediately. This is not the case. E.g.. there is a perfectly habitable empty house, 2 doors away from us for nearly 18 months. The loss of character to Oxford & the surrounding areas would be irreversible if the GB were to be developed. Open space is important for human well being. Affordable housing: The area severely lacks this. Many families are moving away due to high house prices. The plans do not address this need. The proposed density of housing would only be profitable for the developers if sold at market rates. A higher density would be required for affordable housing. The amount of affordable housing proposed in plans does not get enforced so even if a suitable amount was being proposed, it is unlikely they will be built as developers will look at profit first. Transport: There have been many large & expensive projects over the last 2 decades attempting to address Oxford's transport problems, including the "Oxford Transport Strategy", work on most of the major ring road roundabouts & the Frideswide Square re-modelling. While these projects have made differences to some of the traffic flow & helped some areas, transport around Oxford still remains a major issue. There is no capacity within the ring road to add more infrastructure & the ring road is extremely busy during rush hours. If the new houses are to serve those working in Oxford, it will create even more congestion. I urge you to consider the impact that this number of houses would have on the area & go back to the beginning to consider if such a demand really exists. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

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| PR-C-1578 | 09/10/2017 | Robert B | Sim | | | | |
| 4920 | Comments | | | | | | |
| Objections to the whole "Land Grab" between Oxford and Kidlington1 The land being claimed for housing development is all in the GB. Filling in the green belt between Oxford and Kidlington is a ribbon development and will result in Kidlington being absorbed into Oxford. Leaving a derisory small gap between the two settlements is a cynical gesture. 2 The land area being "grabbed" is much too large for the number of houses proposed, suggesting that many large detached houses will eventually be built. This is not what is required by local young people who hope to be employed in the Oxford area. 3 Recent recalculation of housing need in the UK has shown that the calculation of number of houses planned in this application is much too high. 4 Houses in the area around Oxford Parkway Station are likely to be bought largely by London commuters, not by people who plan to work in the local area. This will not satisfy local housing needs, and will push up prices. 5 Predicted house prices in the new Barton development near Oxford seem to be inflated by at least 50% above prices of existing comparable housing in the area. Artificial price inflation will result in any "low cost housing" being inflated in price also, so there will eventually be very little "low cost housing" suitable for essential workers in the Oxford area. 6. Local traffic around the south end of Kidlington and around Oxford Parkway Station is already very heavy, and there are very long delays in the morning rush hour. Very substantial re-planning of traffic flow would be required to accommodate cars from hundreds of new homes. Substantial land would have to be set aside for bus and cycle lanes and the local rail station car park would have to be greatly enlarged. This would contribute to the ugliness of the ribbon development, and use up valuable agricultural GB land. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Policy PR4b - Kidlington Centre

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| PR-C-0107 | 20/08/2017 | Mr Jeffrey | Lyes | | N | Y | N |
| 313 | Comments | | | | | | |
| Object to PR4(b) on the ground that it is vague and lacking content. Want to see recognition of the fact that the larger part of the High Street is residential and contains historic buildings and a conservation area. The shopping area is constrained in size by the road system and has limited parking. For this reasons significant new neighbourhoods should have their own convenience stores planning in. Also the buses for Oxford presently use stands in the High Street that would be impractical for more intensive use. Consideration should be given to using the laybys on the Oxford Road for the Rapid Transit service. Consideration should also be given to extending the proposed 20mph speed limit in the Oxford Road to the High Street. It is farcical to cite "the strengthening of Kidlington Centre" as a benefit from concreting the Green Belt (GB)! About as convincing as Cherwell other alleged benefits. If these are accepted as exceptional circumstances, the whole concept of GB is lost. Another ineffective policy. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Policy PR4b - Kidlington Centre

PR-C-0237 15/09/2017 Karen East TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council N Y

815

Comments

North Oxford suffers from “high levels of congestion and delay” and that there are Air Quality Management Areas across the wholecity as a whole and on a small section of the Bicester Road due to high levels of pollution. The Parish Council considers that 4400 new homes (with 1410 in the Parish) will exacerbate these problems further and is not convinced that the transport measures set out are deliverable and will address these problems. Gosford and Water Eaton is criss-crossed by the main major highways (A34, A44 and A4165) bringing commuters and visitors to the City. Additional houses allocated within the Parish, and at Begbroke, Yarnton, Woodstock and Kidlington as well as further afield at Banbury and Bicester will all generate extra traffic which will be channelled through the Parish. Whilst the Parish welcomes the proposed transport improvements in the Plan remains unconvinced that sufficient funding exists or can be secured to deliver these improvements. Even with these changes in place the transport pressures in this area will remain. It is critical that these measures are delivered and in many cases, they are required to address problems now, even without a further 4400 houses in Cherwell.Traffic Leve:Oxford Road is regularly at a standstill from 7.00am on a working day. It can take minimum 45 – 60 minutes to get into Oxford City. Roundabout changes at Cutteslowe and Wolvercote have not made things better. Additional traffic will make the situation worse.The Bicester Road is similarly busy at peak times, often coping with traffic avoiding the congested A34. We would question what changes can be made on the slip road from A34 onto the Bicester Road in order to improve congestion in the long run. Bicester Road is used as a rat run when the A34 is blocked which happens frequently leading to congestion.An additional 4400 houses in Cherwell (1410 of which are in the Parish) together with further growth at Banbury, Bicester and Upper Heyford will put further pressure on the transport network through our Parish and exacerbate the problem. The new Westgate Shopping Centre is anticipated to be a major attraction drawing visitors in and traffic problems within Oxford related to this are already being reported locally. Bus Services PR2 (a) ii and (d) refer to improved bus services along the A4260/A4165. At present there are examples of bus services being reduced through Gosford rather than increased. The S5 service no longer runs direct from Gosford. Delays are due to increased traffic congestion Also concerned that charges at the P&R are increasing which will not help alleviate the problems.Where will additional space be found for a bus lane on Oxford or Bicester Road? Residents already experience problems from vibration in their houses from buses/lorries so if the bus lane is brought closer to their properties this will make the problem worse. How will an additional bus lane through Kidlington or Gosford be achieved. Previous proposals for pedestrianisation did not happen.Air Pollution:There are designated Air Quality Management Areas (AQMA) covering the whole of Oxford and on Bicester Road within the Parish. Given that the whole of the administrative area of Oxford City has been declared an AQMA it is difficult to believe that areas just immediately to the north of the City Boundary will not risk suffering equally from air pollution resulting from increased traffic levels. Within the Oxford AQMA the Wolvercote and Cutteslowe roundabouts are identified as hotspots for pollution both of which are close to Gosford and Water Eaton Parish. Do not consider that Cherwell has fully considered the air pollution impacts of the additional traffic on the Parish.Funding:

Appendix 4 provides a list of transport infrastructure improvements to support the growth proposed. Noted that whilst many of these are considered of “Critical” costs/funding are to be confirmed. Unclear whether these improvements will indeed secure the necessary funding. In addition, many of these schemes, require developer funding for implementation which are clearly yet to be secured. There needs to be a much clearer link between the transport improvements and new developments. Development should not go ahead until critical infrastructure is in place. Do not consider that Policy PR4 will achieve sustainable development, nor will it be effective in delivering the necessary improvements over the Plan. Unconvinced that the policy complies with the National Planning PolicyFramework paragraphs 29 and 30 in terms of delivering sustainable transport and reducing congestion.

Changes Sought

There needs to be a much clearer relationship between transport improvements and the delivery of new development. In our view there are too many uncertainties within the current plan regarding delivery and timing of new infrastructure. This needs to be made more explicit in Appendix 4 which should set out costs and funding sources and also how this is linked to delivery of development.

Reasons for Participation

The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision.

PR-C-0641 09/10/2017 Carole Pack N

1578

Comments

Objection on grounds that this policy is Not Positively Prepared. Kidlington has a vital and thriving village centre which is important to the identity of the village. It is a crucial feature of the Kidlington Master Plan. This must be supported and protected by CDC over the impact that major new housing areas and competing commercial development will have upon the High Street. Investment will be required and there is no delivery plan specified for feeding into the Kidlington Master Plan, including ways of accessing the amount of investment needed.

Changes Sought

Reasons for Participation

PR-C-0660 07/10/2017 Carol Matheson N

1630

Comments

Transport has not been positively prepared. It fails to address the already polluted roads, traffic congestion and parking issues. It fails to explain how the roads will be improved to accommodate the thousands of extra cars and it fails to give any source of funding for improving roads/transport.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR4b - Kidlington Centre

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
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| PR-C-0682 1681 | 08/10/2017 | Tara J | Prayag | | | | | N |
| <p>Comments</p> <p>The Submission Plan (5.45) north Oxford suffers from “high levels of congestion and delay” and that there are Air Quality Management Areas across the whole city as a whole and on a small section of the Bicester Road due to high levels of pollution. Traffic Levels Oxford Road is regularly at a standstill from 7.00am on a working day. It can take minimum 45 – 60 minutes to get into Oxford City. Roundabout changes at Cutteslowe and Wolvercote have not made things better. Additional traffic will make the situation worse. The Bicester Road is similarly busy at peak times, often coping with traffic avoiding the congested A34. Bicester Road is used as a rat run when the A34 is blocked which happens frequently leading to congestion. The Submission Plan itself in 5.47 says: “Traffic modelling suggests that under the highway circumstances that exist in 2013, the 4400 new homes we are planning for would increase car journeys by 1.3-1.4% - a relatively small percentage change but one that must be seen in the context of a wider picture of existing traffic congestion and delay experienced on the network.” You have not explained where you got that figure. Are you anticipating one car per house (and ignoring the fact that most people rent out rooms) – the flat above us has three bedrooms and has two cars. An additional 4400 houses in Cherwell (1410 of which are in the Parish) together with further growth at Banbury, Bicester and Upper Heyford will put further pressure on the transport network through our Community and exacerbate the problem. The new Westgate Shopping Centre is anticipated to be a major attraction drawing visitors in and traffic problems within Oxford related to this are already being reported locally. Bus Services PR2 (a) ii and (d) refer to improved bus services along the A4260/A4165. At present there are examples of bus services being reduced through Gosford rather than increased. The S5 (Stagecoach) bus service no longer runs direct from Gosford, have more diverted routes and are busier and more delayed than previously. Delays are due to increased traffic congestion. No where do you mention the cuts that affected the bus routes across the whole county. Also understand that charges at the Park and Ride are increasing which will not help alleviate the problems. Where will additional space be found for a bus lane on Oxford or Bicester Road? One was there previously and was deemed unsuccessful and did not last more than a couple of months. Residents already experience problems from vibration in their houses from buses/lorries so if the bus lane is brought closer to their properties this will make the problem worse. How will an additional bus lane through Kidlington or Gosford be achieved. Given the above concerns do not believe that Policy PR4 will achieve sustainable development, nor will it be effective in delivering the necessary improvements over the Plan period. Remain unconvinced that the policy complies with the National Planning Policy Framework paragraphs 29 and 30 in terms of delivering sustainable transport and reducing congestion. Air Pollution There are designated Air Quality Management Areas (AQMA) covering the whole of Oxford and on Bicester Road within the Parish. This illustrates that there are recognised air pollution problems within and very close to the Parish. The most recent 2016 Air Quality Status Report for Cherwell confirms (Table 3.1) that nitrogen dioxide concentrations still exceed the national air quality objective for Bicester Road AQMA. Given that the whole of the administrative area of Oxford City has been declared an AQMA it is difficult to believe that areas just immediately to the north of the City Boundary (and within the Parish) will not risk suffering equally from air pollution resulting from increased traffic levels. Within the Oxford AQMA the Wolvercote and Cutteslowe roundabouts are identified as hotspots for pollution both of which are close to Gosford and Water Eaton Parish. We do not consider that Cherwell has fully considered the air pollution impacts of the additional traffic on the Parish. Funding Appendix 4 provides a list of transport infrastructure improvements to support the growth proposed. However, it is noted that whilst many of these are considered of “Critical” costs/funding are to be confirmed. It remains distinctly unclear as to whether these improvements will indeed secure the necessary funding. In addition, many of these schemes, it appears require developer funding for implementation which are clearly yet to be secured. There needs to be a much clearer link between the transport improvements and new developments. Development should not go ahead until critical infrastructure is in place. Funding Appendix 4 provides a list of transport infrastructure improvements to support the growth proposed. However, it is noted that whilst many of these are considered of “Critical” costs/funding are to be confirmed. It remains distinctly unclear as to whether these improvements will indeed secure the necessary funding. In addition, many of these schemes, it appears require developer funding for implementation which are clearly yet to be secured. There needs to be a much clearer link between the transport improvements and new developments. Development should not go ahead until critical infrastructure is in place. Given the above concerns do not believe that Policy PR4 will achieve sustainable development, nor will it be effective in delivering the necessary improvements over the Plan period. Remain unconvinced that the policy complies with the National Planning Policy Framework paragraphs 29 and 30 in terms of delivering sustainable transport and reducing congestion.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-0813 2207 | 08/10/2017 | Jennifer | Betts | | | | | |
| <p>Comments</p> <p>Support in principle for this policy but would point out that the Kidlington Masterplan refers, in relation to the village centre, to more than just transport but also about improving the vitality, scale and quality of services in the village. The masterplan was written to meet the needs of the village, as it currently exists. If development takes place in Yarnton and Begbroke then there will be potential competing centres and as there is less proposed development in Kidlington itself it is difficult to see how proposals in the Masterplan will be funded.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>It is important to establish how the Kidlington Village centre remains a viable centre post any development and would urge CDC to carry out further work on this.</p> | | | | | | | | |
| PR-C-0814 2224 | 07/10/2017 | David | Betts | | | | | |
| <p>Comments</p> <p>Support in principle for this policy but would point out that the Kidlington Masterplan refers, in relation to the village centre, to more than just transport but also about improving the vitality, scale and quality of services in the village. The masterplan was written to meet the needs of the village, as it currently exists. If development takes place in Yarnton and Begbroke then there will be potential competing centres and as there is less proposed development in Kidlington itself it is difficult to see how proposals in the Masterplan will be funded.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>It is important to establish how the Kidlington Village centre remains a viable centre post any development and would urge CDC to carry out further work on this.</p> | | | | | | | | |
| PR-C-0836 2269 | 09/10/2017 | Chris | Pack | | | | | N |
| <p>Comments</p> <p>Object to this policy on the grounds of Not Positively Prepared. The village centre must be supported by CDC over the impact that major new housing areas and competing commercial development will have upon the vitality and viability of the High Street. There will be opportunities for the village centre but this will require considerable investment and there is no delivery plan specified for feeding into the Kidlington Master Plan, including ways of accessing the amount of investment needed.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |

Proposed Submission Plan - Policy PR4b - Kidlington Centre

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| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
| 5210 | <p>Comments</p> <p>8) There are no proposals for any form of innovative car free, or to discourage having cars associated direct with the proposed housing development areas, which could improve on housing density. 9) Concerned that a Brown Field site at the disused Shipton quarry & cement works has been dismissed from being identified as a proposed housing development area. It is understood from proposals many years ago that this development project was for a self contained settlement with a sustainable community consisting of a substantial number of homes provided with day to day facilities. This included a railway station link to close by Banbury / Oxford railway line, along with a park & ride service to Kidlington & on to the Oxford area. Being to the north of Kidlington it is close to the diversionary route for missing Kidlington using the A4260 Banbury Road junction with A4095 Upper Campsfield Road, leading to A44 Bladon Roundabout. In transport terms a proposal for such a Shipton development area would be superior to the housing development areas identified by CDC. Such a site would take away less Green Belt land, & being a new development with self contained facilities the designed layout would benefit from being planned from scratch. Rather than on an ad hoc basis, relying on existing over-stretched facilities, as proposed in the CDC Partial Review. Shipton quarry and cement works is proposed in the additional objections along with a suggested development area map. 10) Under PR4a - Sustainable Transport, the strategic developments provided under Policies PR6 to 10 is expected to pay substantial financial contributions towards providing the delivery of improvements and mitigations to the highway network, for providing other infrastructure and support for public transport. It is assumed that such financial contributions will come under Section 106, or a Community Infrastructure Levy (CIL). Therefore such funding of projects & improvements can only happen once a substantial amount of house building & purchase of homes has taken place, or from possibly other developer available funding. Also in the event of any shortfall of finances, then either such proposals will be deferred, or not come to fruition. This OBJECTION makes it clear that the proposals under the Cherwell Local Plan Partial Review (Part 1) will cause an unacceptable level of traffic congestion, pollution & road accidents for the road network around Kidlington & surrounding area. The representation includes a SUGGESTED BROAD BRUSHED BASIC ASSESSMENT TO INDICATE ABOUT THE ADDITIONAL POPULATION AND ADDITIONAL TRAFFIC WHICH IS LIKELY TO BE GENERATED ONTO THE LOCAL ROAD NETWORK IN KIDLINGTON AND SURROUNDING AREA DUE TO THE PROPOSED ADDITIONAL 4,400 HOMES (see representation).</p> <p>Changes Sought</p> <p>Change proposed area to Shipton Quarry Cement works site.</p> <p>Reasons for Participation</p> <p>Based on the representation, would like to reserve the right to respond if necessary.</p> | | | | | | | |
| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
| 5209 | <p>Comments</p> <p>1) The statement in the Cherwell Local Plan Partial Review (Part 1) paragraph 5.47 about the ""traffic modelling suggests that under highway circumstances that existed in 2013 the 4,400 new homes would increase car journeys by 1.3% to 1.4%"". However for clarity this should have included quoting an increase in vehicular traffic generated by the proposed developments onto the local road network, and expressed as a range due to the many uncertainties associated with the CDC proposals. Detailed comments are made to support this view. 2) The attached broad brushed approach using data obtained from National Census 2011, D for T, Transport Trends 2015 and Oxford & Cherwell provides an estimate of 10,560 additional population with a likely additional of 26,400 to 31,680 vehicles per day. These will be using the local road network each day, & at peak times will be between 3,000 & 3,600. The Cherwell Partial Review does not provide any indication about what type of junction arrangements will be provided onto the existing local highway network for serving each identified development area. All this will have a significant bearing on the traffic capacity of the local highway network in Kidlington & surrounding areas at peak times. The existing highway network already indicated by OCC's current Local Transport Plan shows that in this area at certain pinch points the road network is already at an RFC of between 85% & 95% and will approach saturation point with additional traffic from proposed developments, where RFC equals 1.0. It is also noted in the OCC Local Transport Plan that during peak hours the A34 between Peartree & Botley interchanges reaches over capacity & unlikely to accommodate any more traffic generated from further Oxford developments. 3) There is mention of an A40 / A44 proposal to the south of Kidlington & a possible Oxford to Cambridge expressway some time (or never) in the future to relieve the A34. In the case of an A40/A44 Loop Farm roundabout link, it will generate more traffic onto the A4260 to Kidlington roundabout & use C43 Bicester Road, which is not an OCC Lorry Route. Also part of this road is identified for being provided with an Air Quality Action Plan, but suffers from Oxford and other long distance lorry drivers using this route as a rat run to & from A34, which is being ignored by the Authorities for implementing a much needed HGV ban. 4) There is mention about a proposal for an A4260/ A44 link to the north of Kidlington for diverting traffic away from Banbury & Oxford Roads, but traffic assignments involve route lengths and congestion where at peak times it could still mean being quicker to route along the main road through Kidlington, or rat run through The Moors which happens frequently at present. 5) As indicated in the Department for Transport National Transport Trends, in the Oxfordshire Local Transport Plan, and from recent automatic traffic counts the trend is for vehicular traffic to increase in the future, particularly under Oxfordshire planning to become an economic growth area. This does not seem to have been taken into account in the traffic assessment. 6) With the ever shrinking number of official car parking spaces in Kidlington the proposal for an additional 4,400 homes will lead to more on-street parking than happens at present, with less shoppers. 7) The new park & ride proposal at Langford Lane could mean more people bypassing Kidlington shopping centre as they head direct towards Oxford. However such a car park would help solve the on-street parking problems which happen along service roads in the business parks off Langford Lane.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Based on the representation, would like to reserve the right to respond if necessary.</p> | | | | | | | |
| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | | | N | Y |
| 5353 | <p>Comments</p> <p>This policy is fundamentally platitudinous, & it is difficult to see that it will achieve any of the positive investment necessary. We suspect it will be ignored by developers. The Policy is confined to addressing transport and movement issues, while the need is for far wider changes to improve the vitality, viability, scale and quality of services in the village centre. The adopted 2016 Kidlington Masterplan deals with these in more detail, but is limited to matching the restrained local growth anticipated in the adopted CDCLP. If substantial new strategic developments are encouraged in the local area, it is essential that the village centre is assisted to both protect its valuable function in the light of competing new destinations, and to genuinely secure enhancements, rather than accept them if they are offered, as the current Policy suggests. The principals set out in the adopted Masterplan- to reinforce the role of the village centre and to protect the individuality and sense of identity of the settlement - underlines the requirement for proper integration of any new development. KPC urges CDC to carry out a study to consider the impacts of the proposed new developments on the vitality and viability of Kidlington Centre as well as movement, and to include measures in the Plan to ensure its ability to thrive in the future, including investment where appropriate. NEW BACKGROUND RESEARCH: An assessment of the impacts of any proposed new large scale development on the vitality and viability of the village centre and movement around the village in the light of new development proposed, recommending new or enlarged facilities required, and ways in which necessary investment can be secured from new developments.</p> <p>Changes Sought</p> <p>Amend title to 'Securing Transport and other improvements to Kidlington Village Centre'. • Replace 'will be supported' to 'will be required' • Add to Policy 4B (or 4A) a requirement for all new strategic developments in the area to contribute to enhancing movement in Kidlington Village centre. NEW BACKGROUND RESEARCH 4.05 An assessment of the impacts of any proposed new large scale development on the vitality and viability of the village centre and movement around the village in the light of new development proposed, recommending new or enlarged facilities required, and ways in which necessary investment can be secured from new developments.</p> <p>Reasons for Participation</p> <p>KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report.</p> | | | | | | | |
| PR-C-1422 | 10/10/2017 | J K | Jutton | | | | | Y |
| 4544 | <p>Comments</p> <p>Object to PR4 (b). This policy is unsound as it clearly identifies the A44 as the priority route for private vehicles, while providing unconvincing proposals for improvements, only hoping more people would cycle or use public transport. There is a high risk of creating regular traffic gridlock by adding even more vehicles, as this route is often crawling during the weekday morning rush hour as the traffic funnels into the single carriageway constriction at the Cassington Road roundabout (Turnpike Public House), the road ahead constrained from widening by 2 bridges before struggling to join the ever busy A34 at the Peartree roundabout and join or cross the congested A40 ring road at the Wolvercote roundabout. Air and noise pollution levels along the Yarnton dual carriageway are already bad, and any new houses on the eastern side will from this environmental impact, as it would be situated downwind of the prevailing westerly airflow.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Represented by Begbroke and Yarnton Greenbelt campaign group</p> | | | | | | | |

Proposed Submission Plan - Policy PR4b - Kidlington Centre

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| PR-C-1442 | 10/10/2017 | Tim | Lund | Oxford YIMBYs | Y | Y | N | N |
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4604

Comments

We very much welcome that, per 5.13, the "strategy is Oxford specific; to provide homes where people can most readily connect to Oxford and sustainably access the city's employment areas, its universities and its services and facilities". This readiness to co-operate with neighbouring authorities is essential for coherent planning, and recognises the needs of both existing and future residents. The weakness of the plan arises from its acceptance of the current low densities of the area. The numbers of homes per hectare on the sites proposed in Table 4, around 20, are in line with those for existing 'fully developed' areas of Kidlington, but less than half in parts of Oxford, without any high rise development, and also without the outstanding existing and potential public transport options discussed in this plan. Planning for unnecessarily low densities means that new homes will, immediately via the open market, or over time as they are resold, be unaffordable by the keyworkers for whom they are meant. Measures to keep new homes affordable are welcome, but will be hard to maintain in the long run as long as there are not enough homes overall. The realism of para 5.13 should mean policies for Kidlington, Begbroke and Yarnton which allow the development of a new, distinct identities as local centres, so that they do not become low density dormitory suburbs, whether of Oxford or London. Higher densities should also apply to currently developed areas, in a way which works for existing residents, and reduce the area needed for new development. This would mean less loss of Green Belt, which will be welcomed by many, although this should not be an overriding objection. A gap between Oxford and these local centres risks undermining their connectedness with Oxford, as required by 5.13, so some Green Belt land will have to be re-designated. New policies suggested above for identities as local centres can offset this any loss in this regard. We strongly support policies for the encouragement of environmentally sustainable transport, such as the proposed new rail station at Yarnton, infrastructure required for rapid transport schemes, and better cycling facilities, especially allowing access to Oxford. Higher densities will also encourage walking, which is the most environmentally sustainable transport mode of them all.

Changes Sought

Reasons for Participation

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| PR-C-1490 | 09/10/2017 | Ian and Helen | Kingsley | | | | N | N |
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4677

Comments

Objection to Policy PR4b There is no need to strengthen Kidlington centre through transport improvements. Kidlington is served very well by buses which travel into the centre of Oxford, Headington hospitals and Woodstock. This is not an exceptional circumstance for the development of the Green Belt.

Changes Sought

Reasons for Participation

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| PR-C-1508 | 09/10/2017 | Alan | Graham | | | | | N |
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4743

Comments

Policy PR4b – Kidlington CentreThe policy refers to securing improvements to Kidlington Village Centre, but further clarity is sought as how this is to be achieved when the proposed sites have their focus of attention generally directed towards Oxford or to a new neighbourhood centre in land to the East of Yarnton/Begbroke.It is difficult to envisage developer contributions coming forward towards enhancing the village centre and with changing retail habits and the locations of the proposed developments detracts from the vitality of the Kidlington Village Centre. Detailed work is required associated with this plan to provide evidence of what is likely to happen and how it is addressed associated with this Plan.

Changes Sought

Reasons for Participation

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| PR-C-1514 | 10/10/2017 | Councillors Neil Prestidge and Maurice Billington | Prestidge and Billington | | | | | N |
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4763

Comments

We are concerned about the vitality and viability of Kidlington Village Centre if the proposed developments take place, in the proposals there are sites that have been identified for small local centres which will include retail units, cafes/restaurants, community buildings and opportunities for leisure facilities. With the extra retail and café units it will put a strain on existing businesses in the village. We urge Cherwell District Council to carry out a study into the impacts of the proposed developments on the vitality and viability of Kidlington Centre and to ensure that the Kidlington thrives as a village centre once the development is completed.

Changes Sought

Reasons for Participation

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| PR-C-1521 | 09/10/2017 | Alaric | Rose | | | | | N |
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4783

Comments

It is difficult to see that this policy will achieve any of the positive investment necessary. The Policy is confined to addressing transport and movement issues, while the need will be for far wider changes to improve the vitality, viability, scale and quality of services in the village centre. The adopted 2016 Kidlington Masterplan deals with these in more detail, but is limited to matching the restrained local growth anticipated in the adopted CDCLP. PR4b.3 If substantial new strategic developments are encouraged in the local area, it is essential that the village centre is assisted to both protect its valuable function in the light of competing new destinations, and to genuinely secure enhancements, rather than accept them if they are offered, as the current Policy suggests. The principals set out in the adopted Masterplan- to reinforce the role of the village centre and to protect the individuality and sense of identity of the settlement - underlines the requirement for proper integration of any new development. I believe Cherwell should carry out a study as soon as possible to consider the impacts of the proposed new developments on the vitality and viability of Kidlington Centre, and to include measures in the Plan to ensure its ability to thrive in the future, including investment where appropriate.

Changes Sought

Reasons for Participation

1. Amend title to 'Securing Transport and other improvements to Kidlington Village Centre' 2. Replace 'will be supported' to 'will be required'
3. Add to Policy 4B (or 4A) a requirement for all new strategic developments in the area to contribute to enhancing movement in Kidlington Village centre.
NEW BACKGROUND RESEARCHAn assessment of the impacts of any proposed new large scale development on the vitality and viability of the village centre, recommending new or enlarged facilities required, including those of other stakeholders such as the CCG, and on ways in which necessary investment can be secured from new developments.

Proposed Submission Plan - Policy PR4b - Kidlington Centre

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| PR-C-1529 | 08/10/2017 | David | Stone | | N | N | N | Y |
| 5432 | <p>Comments</p> <p>2. The Plan is NOT POSITIVELY PREPARED.As already mentioned, the number of houses on the sites mentioned above, are unsustainable, and contrary to Cherwell's own Summary Document page 4, they will do exactly the opposite to "limiting Oxford's Outward Growth." Indeed, this will, propel further 'ribbon development' in the future. The Plan is deeply "flawed," there is no mention of how it will safeguard and aid the needs, environment,and access to free-movement of present communities, adjoining the A4165, from the Cuttleslowe roundabout to the Kidlington roundabout by bus, car, cycle or on foot, the same applies across the Wolvercote area to the west end boundaries, where the ultimate impacts of development at the Northern Gateway, Barton Park (further to the east) is as yet unknown. To suggest it meets with the Country Council's Oxford Transport Strategy, is a misnomer, because this strategy is not sufficiently robust to deal with present excessive traffic congestion and health damaging pollution. Further more it is reliant on speculative funding, which may never arrive. TheLink road from Loop Farm A40 to A44, has been promised, but the funding is not in place. The congestion on the A40 is unsustainable and a northern link road is needed north of Kidlington to relieve the over-whelming volume of traffic. Travel from the Park and Ride designated for Eynsham, will be constrained by the reduced width of the bridge on the approach towards the Wolvercote roundabout, so traffic coming to Oxford will remain at a standstill. It is regrettable that the County Council policy has cut bus services from villages, whom also need access to employment, perhaps if some of these villages were a little larger, bus services might be more sustainable?According to Cherwell District Council's Local Plan Summary Document:-It will create balanced and sustainable communities? NO! It will overwhelm north Oxford and Kidlington.It will be supported by necessary infrastructure? NO! No concrete evidence to deal with existing infrastructure, let alone any new infrastructure. It will contribute to improving health and well-being? NO! It will increase detrimental health of existing residents in northern Cuttleslowe, north Oxford, Wolvercote and Kidlington. Traffic will be at gridlock all day, everyday, pollution all day, everyday at EXCESSIVE LEVELS in addition to present Oxford Air Quality, non- compliance. Elderly crossing the road or accessing the shops in our area will find it completely impossible.Cherwell District Council</p> <p>Changes Sought</p> <p>Remove the need for affordable housing, because, there is no way it will be affordable next to northOxford. Be honest with people, tell them their lives in Kidlington and north Oxford are to be blightedwith complete traffic gridlock and damaging vehicle pollution.Be legal by NOT destroying Greenbelt land next to Cuttleslowe Park, The Golf course, (an essentialrecreational resource currently), and stopping coalesce with Kidlington and north Oxford.</p> <p>Reasons for Participation</p> <p>Believes, with respect, the Inspector would much benefit from really listening seriously to ordinary people, regarding the very real experience and particularly genuine concerns of how these 'grand proposals' to 'illegally' destroy all the immediate greenbelt land around Kidlington and north Oxford, will have a completely devastating impact on the lives, health, well being and free movement of wellestablished existing communities.</p> | | | | | | | |

Proposed Submission Plan - Policy PR5 - Green Infrastructure

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| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | Y | |
| 902 | <p>Comments</p> <p>Historic England welcomes "expectation" (5) "Demonstrate the opportunities for improving the existing and proposed built and natural landscape through the provision of GI and for the protection or enhancement of the historic environment" as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0357 | 18/08/2017 | Margaret & Nancy | Carrier | | | | | |
| 992 | <p>Comments</p> <p>I refer to Ref 5.67 item 5. iv. 'Responding to climate change' - Wish to refer to the traffic situation that occurs on the A44 running through Yarnton and Begbroke. Nitrogen oxide and other pollutants are generated by stationary, or slow moving vehicles during peak times in the day and this state already exposes vehicle drivers, passengers and house residents, in the vicinity of the A44, to significant health risks. To exacerbate this polluting situation by accepting CDC's plans for directing further traffic, from the proposed additional housing, to this traffic pinch point, is directly in contravention to our Government's current environmental protection drive and directly contravenes CDC's proposed intentions. Ref 5.67 item vi 'Protecting heritage assets' - CDCs plans totally ignore this consideration. Yarnton has a proven record of 5,000 years of continuous occupation, according to Oxford University archaeological studies and literature, and this individual identification is to be swallowed up and lost by the ill thought out urban sprawl proposed. This would be such a sad move by Cherwell District Council and not in line with historic protection measures taken by Oxford City and its associated towns and villages.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0499 | 30/09/2017 | Alan | Oliver | | | N | N | |
| 1189 | <p>Comments</p> <p>1. The sites are on Oxford GB. GB's remain Govt. policy. Land between N Oxford & Kidlington is unique as it fully accords with the 5 GB purposes as per para 80 of the NPPF. GB's are designated to manage the location of new development, they would not exist were there not pressure to develop on them. Such pressures cannot be considered exceptional circumstances. As per para 84 of the NPPF there's no evidence of alternatives being considered i.e.. using allocated, undeveloped employment land in Oxford for housing & promoting employment growth outside Oxford, creating a better balance between where people live & work. Have the LA's co-operated in looking at alternatives? This land being GB also complies with para 81 of the NPPF. It is used for sport & recreation, is biodiverse & visually pleasing. 2. The identified housing needs rely on an outdated study which has never been independently assessed. Revised Govt. figures indicate a reduced requirement. It now seems there is no need to build on GB. Even if there is a need on this scale, it is a poor location to meet Oxford's needs, being adjacent to a London commuter rail line & in the expensive part of Oxford. The private housing will likely attract London commuters & wont provide affordable homes for people with jobs in Oxford. It is evident that many house buyers in N Oxford are those moving from London & continuing to work there. 3. Unsound in allocating NOGC for housing & not taking into account NPPF para 74. Understand NOGC weren't involved in discussions prior to this. NPPF Para 74 says existing sports facilities shouldn't be built on unless it assessed as surplus to requirements or replaced by equivalent or better provision. No such assessment has been made. NOGC, a well established & thriving club with 475 members & 3000 visitors p.a. Its clubhouse is used by the wider community. As a flat course, it is especially suitable for seniors. NOGC is needed. It is not sound practice to propose allocating land for housing & to carry out a retrospective assessment of the need for a golf course. We need this space for the health & wellbeing of locals. The land at Frieze Farm as a replacement GC, appears to be an afterthought. It is too small. Building a new GC on a similar sized site to NOGC would cause H & S issues unless mature trees were in all the right places. No indication shown on how it could be financed or developed. Apparently the landowners have stated to NOGC that they have no intention of providing another GC or providing the level of funds that would be needed. The mature landscape central to the current GC couldn't be replace in reasonable time & therefore the 2nd criterion of para 74 cannot be met.</p> <p>Changes Sought</p> <p>The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Killington Gap retained.</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR5 - Green Infrastructure

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| PR-C-0499 | 30/09/2017 | Alan | Oliver | | N | | N | |
| 1190 | <p>Comments</p> <p>4. NOGC is a biodiverse landscape. Containing different tree species & 55 recorded bird species & pond life. The NPPF states this is important for health & wellbeing. It is much valued by locals. Land N of Cutteslowe Park is also important in this respect, changing the open nature the Parks. It is a well used facility. 5. The development will put further pressures on transport & other infrastructures. Seemingly funding bids for infrastructure are being made to cater for growth, but funding has not been secured. Growth shouldn't be approved until infrastructure can be provided & it's demonstrated that any proposed measures will be effective. Traffic in the N Oxford area is already severe. Work on the 2 roundabouts hasn't improved this. More housing will add to congestion & air pollution. Oxford has good public transport provision, but not all who work/live locally will use this. Increased housing & employment levels will add to congestion with its health implications. It will reduce Oxfords' attractiveness as a business location & place to live. Putting more housing & employment in this area cannot be viewed as sustainable. There are also severe existing pressures on other services including health and education.</p> <p>Changes Sought</p> <p>The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Kidlington Gap retained.</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-0500 | 30/09/2017 | Gill | Oliver | | N | | N | |
| 1191 | <p>Comments</p> <p>1. The sites are in the Oxford GB. GBs remain Government policy. The Kidlington Gap land is in GB and fully meets all 5 of the purposes of GB set out in para. 80 of the NPPF. GB's are designed to manage the location of new development and would not exist were there not pressure to develop within them. The existence of such pressures cannot therefore be considered exceptional circumstances. There is no evidence (as per para 84 National Planning Policy Framework) that serious consideration and cooperation by local authorities has been given to alternatives such as using allocated and underdeveloped employment land in Oxford for housing and promoting employment growth outside Oxford to create a better balance between where people live and work. This land is also used positively for outdoor sport, recreations and has value for biodiversity and visual amenity. 2. The identified need is based on an outdated study and revised Government figures indicate a much reduced requirement. This is a poor location to meet Oxford's needs as it is adjacent to a commuter rail line to London and in the most expensive part of Oxford for housing. Therefore will likely cater for London commuters rather than provide the required affordable housing. 3. Para. 74 of the National Planning Policy Framework says that existing sports facilities should not be built on unless an assessment is undertaken showing it is surplus to requirements of replaced by equivalent or better provision. No such assessment as been made. It is understood that the Golf Club were not involved in discussions prior to the allocation. The Golf Club is well established, thriving club whose facilities are also used by the wider community. As a flat course it is particularly suitable for senior members. This facility is clearly needed for the health and well-being of residents. The allocated land at Frieze Farm as a replacement golf course is seemingly an afterthought with no indication of how it could be developed or financed. The mature landscape central to the current course could not be replaced within a reasonable timescale. This creates major health and safety issues and does not meet the second criterion of Para 74. 4. The golf course is valuable in terms of biodiversity and landscape, containing 25 different tree species and 55 regularly records bird species as well as pond life. There would also be a negative impact on the open nature of the land to the north of Cutteslowe Park. 5. Further pressures will be put on transport and other infrastructures. No funding has been secured for further infrastructure and growth should not be approved until it can be demonstrated that any proposed measures will be effective. It has been reported that the recent works on the 2 roundabouts have not improved queue times. More housing will add to congestion and air pollution, put pressure on health and education services, as well as reduce the attractiveness of Oxford. It is difficult to understand that putting more housing and employment in this area can be viewed as sustainable.</p> <p>Changes Sought</p> <p>Housing allocations in Kidlington Gap should be removed from the Plan and GP designation of Kidlington Gap retained.</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | | N |
| 5455 | <p>Comments</p> <p>The loss of countryside and green space will damage or obliterate what are currently rich and diverse wildlife and habitats, with additional and unsustainable pressures from increased visitor numbers on what little green space remains. These negative effects and enormous diminution of green space cannot be compensated for by the urbanisation of nature through theartificially created 'wildlife corridors' and miniature 'nature reserves' the Plan proposes. Nearly all the development sites are claimed to provide what are aspirational and unproven 'net biodiversity gains' and various conservation measures from 'green infrastructure' to 'enhancements' and tree and hedge retention schemes, with no evidence of how and by whom they will implemented and, critically, how they will be funded. The large area of public access land allocated in site PR9 is highly vulnerable to future housing development (and may be in reserve for that purpose); site PR8 is in damagingly close proximity to an SSSI. The band of land along the Cherwell valley fromShipton to Kidlington and beyond, including land behind The Moors in Kidlington (already at this early stage under threat of development) is a valuable and much-valued wildlife and recreational area and should be preserved as such.Green spaces. The NPPF (7.3) states that the Green Belt provides 'access to high quality open spaces for sport and recreation'. Huge swathes of these open spaces around Cutteslowe, Kidlington, Begbroke and Yarnton will be lost. They are the green lungs of these settlements, much loved for walking, dog walking, horse riding or for just enjoying the peace and tranquillity of the countryside.It would be tragic for them to disappear under housing, and nor can they be compensated for by the small areas of replacement green space provision outlined in the Plan, bearing in mind especially the huge increase in households that will substantially alter the ratio of green space to population numbers. All people have the right to access green space within walking distance of their home, whether opencountryside or sizeable parkland. Oxford is well endowed with green spaces, and consistently refuses development applications on them. It is unjustifiable therefore to deprive neighbouring settlements of their own green spaces. It is illogical and insulting for Cherwell to suggest that a benefit of the development plan is 'the opportunity [as opposed to the provision of] for improvements to the quantity and quality of new public open space, green infrastructure ... and in terms of access to the countryside' when the land that already abundantly provides this will disappear under housing and 'infrastructure improvements'. Cherwell's Local Plan pledges to 'Protect, enhance and make accessible for enjoyment the District's countryside'. (SO11), but the proposed development will do little to meet what Cherwell identifies as 'a key challenge to ensuring sustainable development' - the fact that: 'Cherwell's households have the lowest access to natural green space across the whole of the South East. 72% of households meet none of the Access to Green space requirements – a reflection of the low number of country parks and areas of common land in the district' (A25) On the contrary, the size and coalescence of the proposed development will mean that a substantial proportion of residents (most especially in the central spine of Kidlington) will not be within walking distance of significant areas of green space. The ANGST model promoted by English Nature is quoted in the letter. Cherwell's own open space standards are set out differently, but it is remains the case that the new development would be unlikely to comprehensively meet either of these standards and would substantially reduce existing access to sizeable areas of natural green space. Policy BSC10 Table 7 provided. Reduced access to open countryside will encourage people who now are within reasonable walking distance of the countryside to use their cars to go further afield, increasing traffic and pollution, also contrary to Cherwell's policy to reduce car use. Landscape and views. The proposed development will destroy or significantly damage our landscapes through the overpowering size and extent of development such as in the Begbroke Gap (PR8) (and notably along the Begbroke Lane public footpath), and alongside the Oxford canal, which Cherwell has pledged to 'protect and enhance... through the control of development. The length of the Oxford Canal through Cherwell District is a designated Conservation Area and proposals which would be detrimental to its character or appearance will not be permitted. The biodiversity value of the canal corridor will be protected.' (ESD16).</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR5 - Green Infrastructure

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| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
| 1937 | <p>Comments</p> <p>Welcome the inclusion of a Green Infrastructure (GI) policy to compliment the already existing and adopted Green Infrastructure policy ESD17 from the accepted Cherwell LP 2011-2031, Part 1. Understand that there is neither a GI strategy for the district nor for the county, which would help to inform decisions on GI networks. As a result the policy can address GI on a local level only but could potentially deliver greater benefits if information on strategic GI networks was available. Concerned about the lack of a county-wide strategy to identify, protect and enhance GI networks and recommend that the Council continues to work in partnership with the other Oxfordshire Councils with a view to develop a GI strategy for Oxfordshire in the future. Believe that such as strategy is also necessary to compliment and inform the draft Oxfordshire Infrastructure Study. Agree that Green Infrastructure includes open spaces not only for biodiversity but also for recreation or other uses such as food production. However, many habitats and species of nature conservation interest are sensitive to disturbance, pollution, recreational pressure or similar and it is important that GI planning takes account of this by avoiding development in close proximity of sensitive sites, providing adequate buffers to sensitive habitats and through the provision of high-quality recreational open spaces for people to use. Careful masterplanning is required to minimise impacts and to optimise GI as part of development.</p> | | | | | | | |
| | <p>Changes Sought</p> <p>Recommend the following minor changes to the wording. Suggested changes to wording provided. Also recommend that the term 'long-term' is defined in the supporting text. Long-term is often interpreted as 25 years, however, we consider this insufficient and believe that it should be understood as the lifetime of the development. The integration of GI into developments should be considered from the outset and at various levels e.g. at masterplanning level by providing adequate green corridors but also by including biodiversity enhancing measures within the built-up areas. Welcome the inclusion of GI in the policies but more detail could be provided in places either as part of the policy or in a separate guidance document (e.g. minimum buffers to retained hedges, minimum requirements for tree planting). This has been successfully done elsewhere, e.g. as a stand-alone document or as part of residential design guidance and BBOWT would be happy to assist in developing such a guidance. A table of potential measures to encourage biodiversity in development and to deliver benefits for people is attached in appendix 1 at the end of these comments.</p> | | | <p>Reasons for Participation</p> <p>Potential biodiversity impacts as outlined in the representation.</p> | | | | |
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| 1963 | <p>Comments</p> <p>Support with amendments. The consortium is supportive of the delivery of Green Infrastructure as part of the overall provision of new sustainable communities to the north of Oxford and in the A44 Corridor. However, and notwithstanding our comments regarding 'exceptional circumstances', there are limits as to the extent to which the planning applications that are submitted for each of the development sites are able to deliver Green Infrastructure measures, based on environmental suitability, long-term viability and the extent of land control.</p> | | | | | | | |
| | <p>Changes Sought</p> <p>Policy PR5 should acknowledge the restrictions and the wording of the policy be amended. Suggested changes to bullets 2 and 3 provided.</p> | | | <p>Reasons for Participation</p> <p>On behalf of the consortium, given the significance of their land interests, we would wish to participate in the oral examination.</p> | | | | |
| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y |
| 5011 | <p>Comments</p> <p>Policy PR5 sets out the importance of green infrastructure (GI) to strategic developments provided for under Policies PR6 to PR10 and how these strategic developments will be expected to protect and enhance GI. This is a general policy and whilst the NPPF (e.g. Paragraphs 58 and 114) advises of the need for local planning authorities to set out a strategic approach to the provision of GI in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure, there is unnecessary duplication with the GI requirements within each strategic development policy. These requirements are more specific and appropriate to the individual strategic development sites respecting their own characteristics and circumstances. The Tripartite has suggested how Policy PR8 should be amended to reduce duplication, avoid unnecessary detail and enable flexibility to be provided within the Plan. Irrespective of this, on a detailed point, Policy PR5 states that applications will be "expected to show how existing trees will be protected and the opportunities for planting new trees" (Point 4). The Tripartite supports the aim of the policy, to protect and enhance GI, particularly in this location, where land is to be removed from the Green Belt as the Housing White Paper – 'Fixing our broken housing market' (2017) expects local policies to require the impact to be offset by compensatory improvements to the environmental quality or accessibility of remaining Green Belt land. However, the Tripartite consider that the wording of Point 4 is not sufficiently flexible and therefore not effective. Planning applications for strategic development are likely to include an Arboricultural survey, which will determine which trees should be retained given their quality, amenity value, condition, health and other constraints. A blanket policy requirement to protect all existing trees is unjustified in amenity, Arboricultural and practical terms and the wording of Point 4 subsequently needs to be revised.</p> | | | | | | | |
| | <p>Changes Sought</p> <p>Propose changes suggested: (4) include a tree survey of trees within the site/immediately adjacent to the site and an Arboricultural impact assessment showing which trees will be retained, how retained trees will be protected and the opportunities for planting new trees</p> | | | <p>Reasons for Participation</p> <p>The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.</p> | | | | |
| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
| 5212 | <p>Comments</p> <p>Objects based on an increase of the local population by an estimated 10,500 people will lead to the following problems: 1) The already overstretched existing local medical centres will be overwhelmed to such an extent as to a risk to those currently using them.2) Existing schools, already nearing pupil capacity would become overwhelmed. Any overspill from new developments in this area will mean more school car runs to a proposed new school in north Oxford, which will increase traffic congestion on the local road network. 3) There is an inadequate water supply or sewerage facilities for servicing the amount of proposed new development. 4) The policing in this area will become overstretched leading to more crime. 5) A RAG transport assessment has been carried out for comparison purposes between location option areas which were suggested in an earlier consultation for a proposed for housing development in Cherwell. However this assessment for selecting such locations could be considered rather meaningless without considering including the many other topics and issues associated with planning housing developments, which should include considering using a scoring technique for ranking the importance of each.</p> | | | | | | | |
| | <p>Changes Sought</p> <p>Change proposed area to Shipton Quarry Cement works site.</p> | | | <p>Reasons for Participation</p> <p>Based on the representation, would like to reserve the right to respond if necessary.</p> | | | | |

Proposed Submission Plan - Policy PR5 - Green Infrastructure

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| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
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5211

Comments

Objects to green infrastructure proposals, as follows:- 1) The designated Parish circular walk around Kidlington, Gosford & Water Eaton (see attached map) seems to have been conveniently removed from the Oxfordshire internet published footpath maps of recreational walks. 2) The landscape assessments carried out by consultants for the Cherwell Local Plan Partial Review Part (1) seems to consist of examining the views in the proposed identified development areas rather than taking into account the scenic quality of the surrounding landscape. This is based on being viewed from both inside the various sites looking outwards, or from outside view points looking inwards, from such viewing points along the above circular walk with network of footpaths & from high vantage points. 3) In the case of earlier adopted Cherwell Local Plans the landscaped classification in the Green Belt to the east of Kidlington & surrounding area towards Water Eaton was classified as being of high landscape value. However this classification appears to now be conveniently dropped, although the landscape has not materially changed. Except for around the Park & Ride and Parkway area, where it is considered that the proposed planting screens around both these sites has not been properly established as shown when planning these developments. The landscape will be further degraded by the CDC housing development proposals particularly in the ""green gap"" between Oxford and Kidlington, where countryside walks along public rights of way will become scenically urbanised, by views of housing estates being blots on the landscape and causing more light pollution at night. 4) There is an objection that large areas of productive agricultural land will be lost to the nation by being replaced by housing estates and the site of the lost ancient village of Water Eaton located in the gap north of Oxford will be under concrete. 5) There appears to be no ecological assessment carried out into the impact on biodiversity in accordance with CDC Local plan Policy ESD10. Any new housing development, along with cosmetic treatment of public open spaces located where the countryside possesses a rich variety of wildlife will create a disturbing adverse influence over long distances. This is due to attracting an increase in human activities leading to litter, fly tipping, noise, uncontrolled dog walking and cats being able to roam and hunt wildlife freely. This will lead to the loss of many endangered identified breeding bird species that nest in this area such as Skylarks, Yellow Wagtails, Bullfinches and Yellow Hammers. 6) Although the CDC proposals for each housing development area are more than likely to include sustainable drainage systems, it is known from local experiences that these become poorly maintained and can lead to not only surface water flood problems, but also pollution of watercourses.

Changes Sought

Change proposed area to Shipton Quarry Cement works site.

Reasons for Participation

Based on the representation, would like to reserve the right to respond if necessary.

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| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
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5312

Comments

There are no details about who would pay for these additional facilities, who would build them, staff them or maintain them. Currently Oxfordshire's infrastructure is degrading, even before growth. Money from central and local government is not available to reach these objectives and, as has already been discussed above, the amount of funding being bid for my CDC is very unlikely to cover even modest road upgrades, let alone the costs of providing additional services capacity. Developer contributions are not always what we expected them to be. Perhaps the original planning permissions are gained without realistic assessment of the costs. Whatever the reason, it is entirely normal for developers to reduce their infrastructure contributions because their projects would otherwise not be feasible."

Changes Sought

Reasons for Participation

To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes

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| PR-C-1403 | 10/10/2017 | Vicky | Aston | Sport England | Y | Y | N | N |
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4509

Comments

Sport England welcomes the Council's references throughout the document and policies requiring developers to include open space, outdoor sport and recreation. However, Sport England is concerned that the Council has yet to publish its evidence base in relation to playing fields and outdoor sports provision and built sports facilities. The Council will need to ensure that all of the new development contributes towards indoor and outdoor sports facilities in the District. The Council's evidence base will help frame this work. Sport England also recommends that the Council includes a requirement for applicants to include a statement demonstrating how their development has met the 10 principles included in Sport England's Active Design document. See Section 3 of the document 'how to use Active Design' and the proposed change.

Changes Sought

Sport England recommends that the Council consult Sport England at the earliest opportunity on the preparation of the Playing Pitch Strategy. Sport England suggest the following text could be included in the policies to support Active Design; PR5 (10) Provide evidence of how the development has improved the health and well being of new residents by demonstrating how the proposals will meet the 10 Active Design Principles set out in Sport England's guidance document 'Active Design' <https://www.sportengland.org/facilitiesplanning/active-design>

Reasons for Participation

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| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
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5522

Comments

We support the principle of the Policy and the spirit of what it is seeking to achieve, however we have concerns regarding the unduly restrictive nature of the Policy wording.

Changes Sought

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

Proposed Submission Plan - Policy PR5 - Green Infrastructure

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
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5390

Comments

Whilst support is given for the principle of the Policy and the spirit of what it seeks to achieve, concerns are raised regarding the unduly restrictive nature of the policy wording. As currently drafted it is considered that the Policy is neither effective nor consistent with national policy. As currently drafted the strategic developments “will be expected to protect and enhance green infrastructure (GI) and incorporate green assets and the water environment into the design approach for each site.” The Policy is drafted with this as an absolute requirement and does not allow any flexibility. Clearly new developments should seek to protect and enhance green infrastructure wherever possible, however it should be recognised that this will not be possible in all circumstances and this flexibility should be required. As currently drafted it appears that all elements of the proposals will be required to protect and enhance green infrastructure, rather than recognising that in certain circumstances some harm may be required, such as to facilitate access, and that this should be weighed in the overall planning balance. It is noticed that Criterion 1, does recognise the balance that must be struck. As such it is considered that the Policy wording should be amended as follows in order to be sound: “The strategic developments provided for under Policies PR6 to PR10 will be expected to protect and enhance green infrastructure (GI) and incorporate green assets and the water environment into the design approach for each site wherever possible.” In a similar vein, criterion 4 of the Policy requires that applications “show how existing trees will be protected and the opportunities for planting new trees.” Clearly the provision of tree protection details and planting plans would be a standard requirement as part of detailed development proposals for a site. Flexibility should however be introduced to this criterion in order to reflect the fact that in certain circumstances trees may need to be removed in order to facilitate the development, and this would in any event be weighed in the planning balance. Indeed, it should be recognised that not all trees on sites are suitable for retention, due to age, disease and safety concerns, and as such will be required to be removed as part of development proposals.

Changes Sought

The Policy wording should be amended as follows in order to be sound: “The strategic developments provided for under Policies PR6 to PR10 will be expected to protect and enhance green infrastructure (GI) and incorporate green assets and the water environment into the design approach for each site wherever possible.” Criterion 4 of the Policy requires that applications “show how existing trees will be protected and the opportunities for planting new trees.” Clearly the provision of tree protection details and planting plans would be a standard requirement as part of detailed development proposals for a site. Flexibility should however be introduced to this criterion in order to reflect the fact that in certain circumstances trees may need to be removed in order to facilitate the development, and this would in any event be weighed in the planning balance. Indeed, it should be recognised that not all trees on sites are suitable for retention, due to age, disease and safety concerns, and as such will be required to be removed as part of development proposals.

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | N | Y |
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4550

Comments

Green Belt - Yarnton and Begbroke are surrounded by GB land. It is what defines the two villages and allows them to retain their individual and historic characters and identities. They are part of a rural/historic part of Oxfordshire and this in turn helps to define Oxford City itself. To support this statement, the representation quotes the five points of Policy ESD14 of the existing CDC Local Plan (2015) which seeks to maintain the boundaries of the Oxford GB. The retention of GB land is also supported by National Government policies. The GB in this area contributes to the health and wellbeing of residents of Yarnton, Begbroke and Kidlington in particular (as well as those from further afield) through the use of public rights of way and other walks and rural pathways that provide them with access on their doorsteps to unspoilt open countryside and farmland, with its associated wildlife, and quiet peaceful places with wonderful views of nature that for many people helps to counter the stress of modern life. It also facilitates the farming of local land and production of locally sourced food products, which in turn support local agricultural employment. Cherwell District Council Health Walks Organisation leads weekly walks from the Royal Sun in Begbroke over Spring Hill (PR9) to Bladon and Yarnton, and across GB land east of the A44(PR8) towards the Oxford Canal. The present Plan proposes to replace this open countryside with “local nature reserves”, “nature conservation areas”, “public open green space as informal canal side parkland”, and “community woodland” (p.121, Nos. 8,9,10 and p.130, Nos. 5,6). But these are urban forms of green open space that are small - hemmed in by high density urban development, and not wild, open or peaceful in the way our GB land is. They are in no way an acceptable replacement for the GB land being removed and built on. The reasons given for removing land permanently from the Oxford GB do not demonstrate "exceptional circumstances": It would appear that the figures used to support the case for Oxford's alleged unmet housing needs are now in doubt and may therefore not longer be valid. In addition, Oxford City could consider Brownfield, GB and leisure sites as well as sites reserved for non-housing development with the City to meet its own needs. It would make more sense for Oxford City to explore the possibility of incorporating further high density developments within its own boundaries where there are already precedents for such urban styles of building, rather than expect Cherwell to build high density developments on its GB land, thereby changing the character of such historic rural localities for ever. How can it be right that Cherwell is being expected to sacrifice Green Belt land when Oxford is not prepared to do the same itself? The main areas of growth and employment in Oxford are now around the Headington and Cowley areas to the south east of the City, and jobs are continuing to be moved there from the city centre. This therefore negates the need to locate such high density development in this area which is on the opposite side of Oxford from the new and growing major employment opportunities. All other reasons become invalid once the key reason of Oxford's unmet housing need is dismantled.

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
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4572

Comments

Supports the overall spatial strategy, Vision & the new Spatial Objectives (SO16-SO19) as they specifically & positively respond to the issue of meeting Oxford's unmet need, & recognise that the strategy needed to be different to that of meeting the wider district needs. The strategy reflects how important it is for the sites to have a good spatial relationship to Oxford, & incorporates essential planning principles which align with those identified & agreed in the joint studies undertaken under the Growth Board; The strategy seeks to locate development so that it is well-connected to Oxford & supports the city's economy (Policy PR4a); & in addition it seeks to offer people convenient affordable & sustainable travel opportunities to the city's places of work, services, & facilities; These guiding principles are all welcomed. Supports the sites proposed in the Plan (Policies 6-10), which the evidence base demonstrates will offer residents good relationships to Oxford & sustainable travel options for accessing work & other requirements in Oxford. Welcomes how cross border issues including affordable housing & transport have been addressed for the sites which adjoin the administrative boundary, in order to achieve a joined up approach to design & integrated communities, particularly the links to the Northern Gateway site, access to Oxford Parkway station, & the sensitive consideration of Cutteslowe Park (Policy PR5).

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR5 - Green Infrastructure

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| PR-C-1442 | 10/10/2017 | Tim | Lund | Oxford YIMBYs | Y | Y | N | N |
| 4604 | <p>Comments</p> <p>We very much welcome that, per 5.13, the "strategy is Oxford specific; to provide homes where people can most readily connect to Oxford and sustainably access the city's employment areas, its universities and its services and facilities". This readiness to co-operate with neighbouring authorities is essential for coherent planning, and recognises the needs of both existing and future residents. The weakness of the plan arises from its acceptance of the current low densities of the area. The numbers of homes per hectare on the sites proposed in Table 4, around 20, are in line with those for existing 'fully developed' areas of Kidlington, but less than half in parts of Oxford, without any high rise development, and also without the outstanding existing and potential public transport options discussed in this plan. Planning for unnecessarily low densities means that new homes will, immediately via the open market, or over time as they are resold, be unaffordable by the keyworkers for whom they are meant. Measures to keep new homes affordable are welcome, but will be hard to maintain in the long run as long as there are not enough homes overall. The realism of para 5.13 should mean policies for Kidlington, Begbroke and Yarnton which allow the development of a new, distinct identities as local centres, so that they do not become low density dormitory suburbs, whether of Oxford or London. Higher densities should also apply to currently developed areas, in a way which works for existing residents, and reduce the area needed for new development. This would mean less loss of Green Belt, which will be welcomed by many, although this should not be an overriding objection. A gap between Oxford and these local centres risks undermining their connectedness with Oxford, as required by 5.13, so some Green Belt land will have to be re-designated. New policies suggested above for identities as local centres can offset this any loss in this regard. We strongly support policies for the encouragement of environmentally sustainable transport, such as the proposed new rail station at Yarnton, infrastructure required for rapid transport schemes, and better cycling facilities, especially allowing access to Oxford. Higher densities will also encourage walking, which is the most environmentally sustainable transport mode of them all.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-1506 | 09/10/2017 | Bryony | Thomas | | | | | N |
| 4736 | <p>Comments</p> <p>Biodiversity: the areas that you are proposing to build on have a great range of wildlife. By building on the proposed areas you are adding to the problem of seriously decreasing biodiversity. These are Green Belt areas and they should not be built on. Understood that Green Belt is a permanent designation and that Government guidance states that unmet housing need is not a reason for building in the Green Belt. The Government's promise and Cherwell's existing policy to protect the Green Belt should be upheld.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
| 5102 | <p>Comments</p> <p>How the allocation of new affordable housing will work in practice between OCC & CDC has not been established satisfactorily, & therefore it is essential there is a proposed strategy in place before the Policy is adopted.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------|--|---|---|---|---|
| PR-C-0055 | 11/08/2017 | Mr Ronald | Lloyd | | | | | N |
| 99 | <p>Comments</p> <p>The statements in CLPPR paras 5.78, 5.81, 5.82 suggesting that the merits of meeting housing numbers "far outweigh" those of a vibrant social facility - the Golf Course - appears to be another assertion without explanation. That the University has 'made the land available' raises questions as to why. There are of course obligations on councils to fulfil policy agreements, but Cherwell also has a responsibility to support NPPF guidelines (paras 73, 74) and its own vision (Executive Summary ix.4), and intelligently question the focus on housing targets in the City more than the County. Motives of the owners of land leased to NOGC will, one assumes, have been examined. It would not reflect well on the Council if it emerged that cash proceeds of the sale were judged more important than fulfilling a primary responsibility of the University to help sustain the health and social wellbeing of people who live in the City, and even the County, in its management of an extensive portfolio of land. It is a responsibility of Councils to challenge the University to uphold the interests of local people. The suggestion that land at Frieze Farm could be a location for NOGC has been rejected by many on grounds of inadequate size, and unattainable levels of spending to create a course in any way comparable with current one. It also questions the logic of invading greenbelt by digging up the golf course and moving it a short distance, when the case for not building houses at Frieze Farm has not been made. However much hard work has gone into producing the land allocation plan it behoves the Planning Department to give proper consideration to new information and alternative views - especially of local people whose health and wellbeing are directly affected.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0225 | 24/08/2017 | Mrs Anne | Davies | | N | N | N | N |
| 787 | <p>Comments</p> <p>The policy needs to acknowledge that connectivity between areas of Oxford is already poor. The lack of joined up transport thinking in the plan suggests that it has not been appropriately scrutinised by either Oxford City Council or Oxfordshire County Council. If the justification for the release of land from the Green Belt is the requirement to meet Oxford's Housing need for Oxford City Council and the main employers, as the land is owned by Oxford University or its colleges, the development should be subject to a policy requirement that it is developed for key worker housing for the University, Brookes University, and the NHS Trust. If the land is to be sold on the open market to make already rich institutions slightly richer, this would not justify the release of land from the Green Belt.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>If the justification for the release of land from the GB is to meet Oxford's housing needs, the development should be subject to a policy requirement that it is developed for key worker housing for the University, Brookes and the NHS. If the land is to be sold on the open market, this would not justify the release of land from the GB. The policy should state that critical transport improvements should take place at developers' costs before works begin. The terms of the S106 agreements should be published so that local residents know what to expect Oxford University to provide.</p> | | | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|----------|--------|--|---|---|---|--|
| PR-C-0225 | 24/08/2017 | Mrs Anne | Davies | | N | N | N | |
|------------------|------------|----------|--------|--|---|---|---|--|

786

Comments

The National planning Policy Framework (NPPF) at Section 9 attaches great importance to green belts (quote provided). If these sites are taken out of the Green Belt, Oxford and Kidlington will inevitably merge - the division between the settlements will at best be the already developed roundabout into Kidlington. Large scale housing development of the sort to be authorised by the policy is a classic example of inappropriate development in the Green Belt which should only be permitted in Very Special Circumstances. The Very Special Circumstances claimed by Cherwell District Council are the ability to provide homes for Oxford on land to be made available by Oxford Colleges on land which is very sustainable in transport terms and with a community integrated with Oxford and access to jobs and amenities within Oxford. However, no controls are proposed through policy on the future use of the land. There is nothing in the proposed policy approving the development on the basis that it is used in its entirety to meet the housing needs of Oxford by providing long term social or key worker housing for the University, Colleges or Hospitals - a circumstance which arguably could amount to very special circumstances. Instead, it would simply constitute additional housing to meet the housing need of Oxford, Reading or London if it were occupied at all. Furthermore, with its location so close to Oxford Parkway station the likelihood is that any private development will become housing to fulfil a need in London, not even locally. Without constraints on occupation, the legal test for development in the Green Belt cannot be considered to be met and the development is not justified adequately or at all. Furthermore, if delivery of units for occupation of the site is to begin in 2021, the infrastructure improvements for the development which are identified as "critical" in Appendix 4 should be provided in advance and any planning permission for the development should not be allowed to come forward unless all the infrastructure is provided before the works begin. This infrastructure should include the provision of the extension to Water Eaton Park and Ride (currently identified as a long term aspiration 2026-2031); Bus Lane improvements (medium term so to be provided between 2021 and 2026 - potentially after 530 units on sites 6A and 6B are built and occupied. These improvements are identified as Necessary or Critical. There are proposals for a Cycle Super-Highway which again is identified as Critical but a Medium Term aspiration. There are regular injury accidents on the Sainsbury's Roundabout into Kidlington and these facilities should be upgraded as a matter of course - certainly before the introduction of a further 1000 homes. Note that the funding for all the highway and infrastructure improvements is currently "TBC". If these improvements are "critical" as stated, they should be required by policy to form part of a Section 106 obligation to be carried out at the Developer's cost prior to the development of the allocated sites. If the infrastructure development does not take place, but housing development does, Oxford will become significantly less accessible from Kidlington.

Changes Sought

Reasons for Participation

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|------------------|------------|------|---------|--------------|--|--|--|--|
| PR-C-0230 | 14/09/2017 | Lisa | Bullock | Network Rail | | | | |
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793

Comments

A public footpath runs through sites PR6a, PR6b and PR3c. The following level crossings will be impacted: 1. Colts, Banbury Road, Sleeping Dog – Footpath Crossing; 2. Water Eaton 5 - Public footpath crossing with whistle board; 3. Nesbitts, Near Wolvercote Tunnel – Footpath Crossing

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-------|------|----------------------------------------------------------------------|--|--|---|---|
| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | | N | Y |
|------------------|------------|-------|------|----------------------------------------------------------------------|--|--|---|---|

816

Comments

This development will result in the loss of agricultural land (48Ha) and a highly valued local landscape which is used by local residents for recreation. Adding 650 houses will lead to a substantial reduction in the gap between Oxford and Kidlington and urbanisation of Gosford and Water Eaton. It is noted in the Plan in 5.83 that this area is viewed as a new North Oxford neighbourhood, however the land is within Gosford and Water Eaton Parish and should be recognised as such especially given the scale of development planned. All references to this land should be credited to Gosford and Water Eaton in any future documentation. In terms of specific comments: • In total 1410 dwellings are proposed in the Parish. 650 of these are on this site. This number will have a major impact on transport infrastructure in particular on the already heavily congested Oxford Road. The Parish considers that traffic from this development will increase congestion further. It is not clear how the transport improvements including new bus lane (and/or cycle lane provision) can be implemented without further problems for Oxford Road residents who already suffer from congestion, delay, air pollution and vibration caused by passing lorries/buses. • In the Green Belt Study (April 2017) this site was categorised as "High" in terms of harm to the Green Belt from its release for development. The PC concurs with this view and consider that it would significantly erode the gap between Kidlington and Oxford, especially in combination with removal of the Park and Ride site from the Green Belt. This would result in continuous development up to the railway/A34. This will lead towards the coalescence of Gosford/Water Eaton/Kidlington and Oxford. The area has no easily definable boundary to the east which raises further concerns about how development may be contained in the long run. Whilst opposed to the development on this land, if it were to go ahead would wish to see the following incorporated in the proposals: • Support the 50% affordable housing provision, however it is important that Cherwell DC, robustly enforces this policy and ensures that affordable housing is equally available to residents of Gosford and Water Eaton Parish in perpetuity. • Providing community facilities for residents is welcomed although have concerns as stated about the traffic implications of this and the impact on Kidlington Centre which is much used by Gosford and Water Eaton residents. There are major pressures on existing community and health facilities in the area and therefore it is critical that new facilities are delivered. • Green spaces- The provision of public open space/wildlife habitats is welcomed however would seek reassurance that this land will be protected from future development and will remain permanently in the Green Belt. • Wildlife habitats should be properly investigated and protected.

Changes Sought

Reasons for Participation

Wish to see this allocation deleted and the land retained as Green Belt.

The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision.

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|------------------|------------|---------|-----|--|---|---|---|---|
| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y |
|------------------|------------|---------|-----|--|---|---|---|---|

5575

Comments

The following section provides a response to elements of the Proposed Submission Plan (PSP) that relate to the sites included in Policies PR6 to Policy PR10 inclusive. The section also covers the Sustainable Transport strategy and Oxfordshire Infrastructure Strategy as covered by Policy PR4 and PR11. Evidence base documents reviewed. Detailed comments provided on: Location of site relative to the employment centres of Oxford, cycle and walking, Rapid Transit system, reliance on buses, return journeys from Central Oxford, commuter inflow patterns in Oxfordshire, review of RAG matrices, unfunded Transport Strategy, safety, loss of green space.

Changes Sought

Reasons for Participation

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|--------|-------|------------------|---|---|---|--|
| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | N | |
|------------------|------------|--------|-------|------------------|---|---|---|--|

903

Comments

According to Historic England records, the site "Land East of Oxford Road" is within the setting of, rather than includes, the Grade II* listed St Frideswide Farmhouse. As the Council will be aware, paragraph 126 of the National Planning Policy Framework requires local planning authorities to recognise that heritage assets are an "irreplaceable resource" and "conserve them in a manner appropriate to their significance". Paragraph 129 notes that the significance of a heritage asset can be affected by development affecting its setting, and paragraph 132 recognises Grade II* listed buildings to be assets of the "highest significance", substantial harm to or loss of which should be "wholly exceptional". The rural context of the farm is likely to be an important aspect of its significance, and Historic England considers that this should be assessed through a Heritage Impact Assessment before the site is taken forward, in order to ascertain the acceptability of development over what area of this site. Historic England notes that requirement 15 of Policy PR6a requires an HIA to be undertaken by a prospective developer to support an application which will "include measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Grade 2* Listed St Frideswide Farmhouse". However, we consider this to be too late in the planning process, which gradually firms up this allocation as the Plan progresses. We therefore consider that Policy PR6a fails to provide adequate protection for St Frideswide's Farmhouse in accordance with the National Planning Policy Framework and therefore object to this policy and consider it not to be sound. We welcome the presumed intention behind requirement 18 of Policy PR6a for the application to be supported by an archaeological investigation which may "then require predetermination evaluations and appropriate mitigation measures" as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework. However, requirement 18, as drafted, only notes that the archaeological investigation may require predetermination evaluations and appropriate mitigation measures respectively. It does not require these measures to be incorporated in or to influence the actual development scheme. The same flaw is evident in requirement 15 in that it only requires the HIA to include measures to avoid or minimise conflict with the identified heritage assets, not these measures to be incorporated into any proposed development scheme. Historic England therefore considers that the policy provides inadequate protection for the Farmhouse (and potential archaeological remains on the site) in this way too, and that Policy PR6a as written does not conform with the Framework and thus is not sound for this reason too. Historic England supports requirement 24 and, in principle, requirement 28, although it should be reworded to make it clear that the location of archaeological features should help determine the landscape design of the site.

Changes Sought

The site "Land East of Oxford Road" should not be taken forward without an assessment of the significance of St Frideswide Farmhouse, the contribution of its setting to that significance, and the likely impact of proposed development on that significance. (Discussions with the Council are ongoing at the time of submitting this representation, but early indications are that the Council will consider commissioning such an assessment prior to submitting the Plan. If it was to do so, and Policy PR6a amended as necessary to our satisfaction, Historic England's objections to the Policy on the basis of the impact on St Frideswide Farmhouse would be overcome). If, however, Policy PR6a remains without that assessment, Requirement 15 of Policy PR6a should be reworded as follows: "15. The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Grade 2* Listed St Frideswide Farmhouse. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme." In either event, Requirement 18 should be reworded as follows: The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme". Requirement 28 should be reworded as follows: "The location of archaeological features, including the tumuli to the east of the Oxford Road, should be incorporated and made evident in the landscape design of the site". (Discussions with the Council are ongoing at the time of submitting this representation, but early indications are that the Council will consider rewording these requirements as suggested as minor modifications. If it was to do so, Historic England's objections to these requirements would be overcome).

Reasons for Participation

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|------------------|------------|---------|------|--|--|--|---|--|
| PR-C-0306 | 10/08/2017 | Anthony | Hall | | | | N | |
|------------------|------------|---------|------|--|--|--|---|--|

917

Comments

Key Delivery Requirements' on all these policies are nothing more than a fig leaf. It is perfectly obvious the developers will agree to some or all of them and then will renege on them. This always happens. 50% affordable housing will be thrown out of the window as it has been in Templars Square where 50% has magically transformed into 23%. Similarly, developers never actually deliver infrastructure like schools, community centres or roads that are wide enough. The 'Place shaping principles' in these policies are valueless: there are no measure by which they might be enforced. How can one tell, for example, whether an extension "responds to the 'gateway' location of the site". It's gobbledygook. PR11: This is completely empty. 'Working with partners' does not guarantee anything except that you have no control over the outcome. Nor does 'setting out the Council's approach'. Its all very well having the development proposals demonstrate that infrastructure requirements can be met - it does not mean they will be met.

Changes Sought

Reasons for Participation

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|------------------|------------|----------------|--------|--|--|--|---|--|
| PR-C-0319 | 04/09/2017 | Mrs Philippa J | Nelson | | | | N | |
|------------------|------------|----------------|--------|--|--|--|---|--|

940

Comments

In all probability, the proposed developments on sites PR6 and PR7 will, given their proximity to Oxford Parkway station, simply attract commuters to London.

Changes Sought

Reasons for Participation

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|------------------|------------|-------------|--------|--|--|--|---|--|
| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | | | N | |
|------------------|------------|-------------|--------|--|--|--|---|--|

4459

Comments

HERITAGE SITES: This site contains Grade II* listed 16th Century Frideswide Farm and Grade II* listed 16th Century Water Eaton Manor. It is not possible to develop the site and retain the value of the properties because their important rural setting will be destroyed.

Changes Sought

Reasons for Participation

The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF an in particular the parts of the framework which apply to the Green Belt.

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|-------------|--------|--|---|---|---|---|
| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | Y | Y | N | N |
|------------------|------------|-------------|--------|--|---|---|---|---|

4456

Comments

GREEN BELT: Over the past 50 years or so the Kidlington Gap has been steadily eroded with a large part now earmarked for the norther Gateway development, and the remaining gap largely comprised of PR6a and PR6b. The Cherwell Green Belt Study by LUC in April 2017 judged that the level of harm in releasing these two sites would be high. Paragraph 80 of the National Planning Policy Framework sets out the five purposes of the GB in checking unrestricted sprawl, preventing towns merging, safeguarding the countryside, preserving historic towns and assisting in urban regeneration. PR6a and PR6b prevent Kidlington and Oxford merging, and the LUC report states that "this release would result in the A34 becoming the Green Belt boundary from the Northern Gateway up to Oxford Parkway station, leaving only the width of a single field to separate Oxford from Kidlington". and that the "physical prominence of the golf course makes it an important buffer feature on the urban edge...". Development of these sites would also damage the rural setting of an important City with a rich heritage of history, architecture and culture. Cherwell considers the that the removal of these sites is justified by exceptional circumstances, but has failed to realise both the international importance of Oxford as a city and the likelihood of these homes providing for London commuters rather than Oxford. Cherwell has also failed to give proper consideration to other sites in its area that are not in the GB.

Changes Sought

The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF an in particular the parts of the framework which apply to the Green Belt.

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-------------|--------|--|---|---|---|---|
| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | Y | Y | N | N |
|------------------|------------|-------------|--------|--|---|---|---|---|

4455

Comments

UNMET HOUSING NEED': The figures put forward by Oxford City as unmet housing need are highly questionable, and Oxford City does not yet know how much of its 'unmet housing need' it can cater for as it has only just finished consulting on its Preferred Options and its Local Plan has not been prepared. It also continues to allocate land for employment and expects other authorities to meet its 'unmet housing need'. The Government's new method for calculating Objectively Assessed Housing Need suggests that Oxford has significantly over-stated its housing need. Cherwell's current proposals seem to have been produced with undue haste and this approach is not justified. Site PR6a is adjacent to an area of GB land put forward for development by Oxford City, and neither council has considered or publicised the cumulative effect of both parcels of land being removed from the GB. The Councils have not demonstrated effective joint working on cross-boundary strategic priorities so these policies are not effective.

Changes Sought

The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF an in particular the parts of the framework which apply to the Green Belt.

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|

1105

Comments

It is not considered therefore that the impact on the Conservation Area is a valid one for rejecting allocation of the Webb's Way site. The Council acknowledges that the Webb's Way site is located in a suitable location to accommodate Oxford's unmet need and has good access to services and facilities in Kidlington. Although the Webb's Way site is a relatively small site, it is important to allocate a mix of housing sites, as smaller sites have the benefit of enabling development to come forward at an early stage in the plan period as significant infrastructure provision would not be required, thereby enabling an early contribution towards meeting Oxford's unmet housing need. In addition, the impact of developing a small site adjoining the existing settlement of Kidlington would have a much smaller impact on the purposes of the Green Belt than the large areas which it is proposed to allocate under policies PR6a and PR6b, which are located in a critical location in the Kidlington Gap as set out in the accompanying Green Belt representations. It is therefore considered that the failure to allocate land at Webb's Way, Kidlington does not represent the most appropriate strategy when considered against the reasonable alternatives and the plan is therefore unsound in this respect.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

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|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|

1104

Comments

Appendix 4 of the council's HEELA states that the site (HEELA168) 'is considered to be unsuitable for development as the site is an important open space within the Church St Conservation Area & provides a rural setting for the church and its environment.' While it is accepted that this is the case with the outer fields which are not proposed for development, it is not the case with the inner field, which is screened by a continuous thick hedgerow on its eastern boundary. Aspect's comments on the potential impact on the Conservation Area are contained in paragraph 3.7 of the Landscape & Visual Appraisal of Land at Webb's Way (January 2017) , where they state that: 'It is considered however that, on the ground, the south western part of the site is not readily perceived and does not appear to contribute to the setting of the Conservation Area, particularly when compared to the more open network of fields to the north east which are publicly accessible and from which views towards the church are available. This part of the site does not appear to be related to the listed buildings or the setting of the Church or Mill End. It is acknowledged that the proposals will change the character of the site, however, various post- war residential developments to the south east and north west of the site, immediately adjacent to the Conservation Area and the listed buildings of Mill Street have been integrated without harm to the setting of these buildings or the wider designation. It is considered that a sensitively designed development can be integrated without compromising the perceived landscape setting of the listed buildings or Conservation Area. '

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|

1100

Comments

Much of the land proposed to be allocated to meet Oxford's unmet need is not located close to existing service centres. As a result new service centres are proposed to be created under the allocation policies for Begbroke (policy PR8) and land east of Oxford Road (policy PR6a). The effect of this is that these new developments will not be served by or support the important Kidlington Village Centre. This would conflict with the aspiration of the Cherwell Local Plan 2011- 2031 Part 1 policy Kidlington 2, which is entitled 'Strengthening Kidlington Village Centre,' which states that it is proposed in part 2 of the Local Plan to expand the geographical area defined as Kidlington Village Centre, with the aim of supporting the viability and vitality of the existing village centre and encouraging economic activity. This is also the aspiration of the adopted Kidlington Masterplan, Theme 3 of which is 'Strengthening Kidlington Village Centre,' with the objective being: 'To strengthen the Village Centre, increasing its mix of uses and vitality and its attractiveness to local residents, employees and visitors as a place to shop, work and spend leisure time during the day and evening.' None of the proposed allocations to meet Oxford's unmet need, which amount to a total of 4,400 dwellings, would help to achieve this objective, however, as they are all located well away from Kidlington Village Centre, with the most significant amounts of development being allocated on the northern edge of Oxford; and at Begbroke and Yarnton.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

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|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|

1101

Comments

In order to increase footfall to Kidlington Village Centre it is important that some of this development is located much closer to the village centre. One such site is the J A Pye (Oxford) Ltd land at Webb's Way (as indicated on the attached Site Location Plan L02) and there are also other potential sites that could be allocated, as indicated in the council's HEELA and Green Belt Study. Allocating the land at Webb's Way would also enable a significant contribution to be made towards providing green infrastructure in the area in accordance with proposed policy PR5, which requires development proposals meeting Oxford's unmet need to show how multi-functioning Green Infrastructure can be provided including the restoration or re-creation of habitats; biodiversity enhancements; informal and public open space and movement corridors. The Landscape & Visual Appraisal (January 2017) carried out by Aspect, which is submitted with these representations, indicates that the south western part of the site is well contained, being adjoined by residential development on three sides and a hedgerow on the other and has the capacity to accommodate sensitively designed residential development. The north eastern part of the site is more open and this part of the site would be a suitable location for landscaped public open space and wildlife habitats.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

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|------------------|------------|-------|-------|--|--|--|--|--|
| PR-C-0449 | 09/10/2017 | Lynne | Tighe | | | | | |
|------------------|------------|-------|-------|--|--|--|--|--|

1131

Comments

It is believed these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. Oxford's local plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.

Changes Sought

Reasons for Participation

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|------------------|------------|-----|----------|--|---|---|---|---|
| PR-C-0459 | 06/10/2017 | Tim | del Nevo | | Y | Y | N | N |
|------------------|------------|-----|----------|--|---|---|---|---|

1472

Comments

Does not believe that the proposal to develop the land between Cutteslowe Park and the Parkway Station is in compliance with national policy and in particular with the NPPF. Furthermore, does not believe that Oxford's housing needs have been properly calculated and feel that they are presently overstated. Indeed the recent announcement by the government which changes the way in which housing needs are to be assessed undermines the whole planning process. Until the figures are recalculated, the Consultation and Examination in Public should be suspended. In addition, Oxford's Local Plan is not yet in existence and so the proposals, so readily accepted by Cherwell, have little or no validity. Cutteslowe Park is a wonderful local facility enjoyed by so very many people who use it for a wide variety of recreational uses. The unique feature of the park is its rural setting with wide open spaces and farmland views to the north and east. The park has many public footpaths leading from it onto and across the farmland, particularly to the north but also out towards the village of Islip. The proposed development would remove the rural setting, which would be so very disappointing. Also of concern is the fact that there is no physical or geographic boundary to the east of the proposed development area and has a very real fear that if PR6a is allowed to be developed, in future years the land owner will seek to build on land further to the east and towards the village of Islip. In addition the development of this land would adversely affect the setting of the two Grade II*listed buildings at Water Eaton Manor and St Frideswide's Farmhouse. The development of the land within PR6a and PR6b would cause the coalescence of Oxford and Kidlington and therefore be against NPPG paragraph 80. Although the present plans indicate additional park land will be provided, there is no guarantee of this and feels that it would not be delivered. Firmly believes that any houses built on the land (PR6a), being so close to the Parkway Station, would be built for and occupied by people commuting to London. How would that help Oxford's housing need ? Clearly, it would not. Firmly believes that the Green Belt should be preserved and that brown land within the city should be developed for housing and not for additional office and business space. The Northern Gateway is an example.

Changes Sought

Thinks that Cherwell should be directed to hold the present process in abeyance until Oxford's Local Plan is in place and until after the government's new method of calculating required housing numbers has been carried out.

Reasons for Participation

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|------------------|------------|---------|----------|--|--|--|---|---|
| PR-C-0471 | 08/10/2017 | Richard | Whitlock | | | | N | N |
|------------------|------------|---------|----------|--|--|--|---|---|

1151

Comments

Sites PR6a and PR6b are large expanses of open land forming part of the key gap separating Oxford from Kidlington. They meet all of the purposes of a GB. In addition, development of site PR6a would involve the loss of attractive open farm land and seriously harm the character and setting of St. Frideswide's Farmhouse, an idyllic 16th century Tudor stone house listed as Grade II *. Site PR6b is a well-established golf course, that provides a valuable sports facility, and its loss, with the consequent need to replace it elsewhere, makes little sense.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|------|--------|--|---|---|--|--|
| PR-C-0499 | 30/09/2017 | Alan | Oliver | | N | N | | |
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1190

Comments

4. NOGC is a biodiverse landscape. Containing different tree species & 55 recorded bird species & pond life. The NPPF states this is important for health & wellbeing. It is much valued by locals. Land N of Cutteslowe Park is also important in this respect, changing the open nature the Parks. It is a well used facility. 5. The development will put further pressures on transport & other infrastructures. Seemingly funding bids for infrastructure are being made to cater for growth, but funding has not been secured. Growth shouldn't be approved until infrastructure can be provided & it's demonstrated that any proposed measures will be effective. Traffic in the N Oxford area is already severe. Work on the 2 roundabouts hasn't improved this. More housing will add to congestion & air pollution. Oxford has good public transport provision, but not all who work/live locally will use this. Increased housing & employment levels will add to congestion with its health implications. It will reduce Oxfords' attractiveness as a business location & place to live. Putting more housing & employment in this area cannot be viewed as sustainable. There are also severe existing pressures on other services including health and education.

Changes Sought

The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Kidlington Gap retained.

Reasons for Participation

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| PR-C-0499 | 30/09/2017 | Alan | Oliver | | N | N | | |
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1189

Comments

1. The sites are on Oxford GB. GB's remain Govt. policy. Land between N Oxford & Kidlington is unique as it fully accords with the 5 GB purposes as per para 80 of the NPPF. GB's are designated to manage the location of new development, they would not exist were there not pressure to develop on them. Such pressures cannot be considered exceptional circumstances. As per para 84 of the NPPF there's no evidence of alternatives being considered i.e.. using allocated, undeveloped employment land in Oxford for housing & promoting employment growth outside Oxford, creating a better balance between where people live & work. Have the LA's co-operated in looking at alternatives? This land being GB also complies with para 81 of the NPPF. It is used for sport & recreation, is biodiverse & visually pleasing. 2. The identified housing needs rely on an outdated study which has never been independently assessed. Revised Govt. figures indicate a reduced requirement. It now seems there is no need to build on GB. Even if there is a need on this scale, it is a poor location to meet Oxford's needs, being adjacent to a London commuter rail line & in the expensive part of Oxford. The private housing will likely attract London commuters & wont provide affordable homes for people with jobs in Oxford. It is evident that many house buyers in N Oxford are those moving from London & continuing to work there. 3. Unsound in allocating NOGC for housing & not taking into account NPPF para 74. Understand NOGC weren't involved in discussions prior to this. NPPF Para 74 says existing sports facilities shouldn't be built on unless it assessed as surplus to requirements or replaced by equivalent or better provision. No such assessment has been made. NOGC, a well established & thriving club with 475 members & 3000 visitors p.a. Its clubhouse is used by the wider community. As a flat course, it is especially suitable for seniors. NOGC is needed. It is not sound practice to propose allocating land for housing & to carry out a retrospective assessment of the need for a golf course. We need this space for the health & wellbeing of locals. The land at Frieze Farm as a replacement GC, appears to be an afterthought. It is too small. Building a new GC on a similar sized site to NOGC would cause H & S issues unless mature trees were in all the right places. No indication shown on how it could be financed or developed. Apparently the landowners have stated to NOGC that they have no intention of providing another GC or providing the level of funds that would be needed. The mature landscape central to the current GC couldn't be replace in reasonable time & therefore the 2nd criterion of para 74 cannot be met.

Changes Sought

The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Killington Gap retained.

Reasons for Participation

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| PR-C-0500 | 30/09/2017 | Gill | Oliver | | N | N | | |
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1191

Comments

1. The sites are in the Oxford GB. GBs remain Government policy. The Kidlington Gap land is in GB and fully meets all 5 of the purposes of GB set out in para. 80 of the NPPF. GB's are designed to manage the location of new development and would not exist were there not pressure to develop within them. The existence of such pressures cannot therefore be considered exceptional circumstances. There is no evidence (as per para 84 National Planning Policy Framework) that serious consideration and cooperation by local authorities has been given to alternatives such as using allocated and underdeveloped employment land in Oxford for housing and promoting employment growth outside Oxford to create a better balance between where people live and work. This land is also used positively for outdoor sport, recreations and has value for biodiversity and visual amenity. 2. The identified need is based on an outdated study and revised Government figures indicate a much reduced requirement. This is a poor location to meet Oxford's needs as it is adjacent to a commuter rail line to London and in the most expensive part of Oxford for housing. Therefore will likely cater for London commuters rather than provide the required affordable housing. 3. Para. 74 of the National Planning Policy Framework says that existing sports facilities should not be built on unless an assessment is undertaken showing it is surplus to requirements of replaced by equivalent or better provision. No such assessment as been made. It is understood that the Golf Club were not involved in discussions prior to the allocation. The Golf Club is well established, thriving club whose facilities are also used by the wider community. As a flat course it is particularly suitable for senior members. This facility is clearly needed for the health and well-being of residents. The allocated land at Frieze Farm as a replacement golf course is seemingly an afterthought with no indication of how it could be developed or financed. The mature landscape central to the current course could not be replaced within a reasonable timescale. This creates major health and safety issues and does not meet the second criterion of Para 74. 4. The golf course is valuable in terms of biodiversity and landscape, containing 25 different tree species and 55 regularly records bird species as well as pond life. There would also be a negative impact on the open nature of the land to the north of Cutteslowe Park. 5. Further pressures will be put on transport and other infrastructures. No funding has been secured for further infrastructure and growth should not be approved until it can be demonstrated that any proposed measures will be effective. It has been reported that the recent works on the 2 roundabouts have not improved queue times. More housing will add to congestion and air pollution, put pressure on health and education services, as well as reduce the attractiveness of Oxford. It is difficult to understand that putting more housing and employment in this area can be viewed as sustainable.

Changes Sought

Housing allocations in Kidlington Gap should be removed from the Plan and GP designation of Kidlington Gap retained.

Reasons for Participation

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| PR-C-0510 | 08/10/2017 | Rachel | Walton | | | | N | |
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1219

Comments

GB is designed to protect from overdevelopment. If PR6 and /or PR7 are permitted, Kidlington, Yarnton and Begbroke will become victims of urban sprawl and become a suburb of Oxford. This GB should not be sacrificed as it will irrevocably damage the countryside, wildlife and biodiversity of North Oxfordshire, reducing quality of life for local residents.

Changes Sought

Reasons for Participation

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| PR-C-0518 | 25/09/2017 | Zoe | Christodoulou | | | | N | |
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1239

Comments

Objects to PR6a. The use of GB land for meeting Oxford's unmet housing need is not justified & not consistent with NP. Allowing development on the "Kidlington gap"(PR6a & b) will completely remove Kidlington's identity as a separate village. Kidlington will become a suburb of Oxford in it's increasing urban sprawl, which the GB is meant to prevent. This proposed site will encroach on the countryside, which once gone will be lost forever. The increased traffic into the local roads will lead to more congestion & increased journey times both by car or public transport. The likelihood is that housing here will do little to ease Oxford's housing problem as the proximity to Oxford parkway means that a large proportion will be purchased by Londoners who will then commute back via the train.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0519 | 25/09/2017 | Sian | Robbins | | | | N | N |
| 1244 | <p>Comments</p> <p>Objects to PR6a. It is not a justified or proven requirement & is inconsistent with national policy. New Govt. methods for calculating housing need indicates that 30% fewer houses are required in Oxfordshire than previously forecast. Consequently the basis for allocating housing to accommodate Cherwell & Oxford City's requirements are overstated & invalid. Less land will be required to accommodate development & there are no exceptional circumstances to warrant the release of land from the GB. Without prejudice to the above point, proposals to release Cherwell's GB to meet Oxford's needs are premature & unjustified as Oxford City is in the process of reviewing its LP & has not yet determined how much housing development can be accommodated on land within the City's boundaries. PR6a lies in the Kidlington Gap (core GB that separates Oxford & Kidlington). Development here would be in direct contravention of the fundamental aim of GB policy, preventing urban sprawl by keeping land permanently open. The Kidlington Gap serves all the five purposes of the Green Belt which are: (lists the 5 purposes) & it is strategically important. It is a clear example of an open area preventing the coalescence of settlements, checking unrestricted sprawl & safeguarding the setting & character of historic Oxford city. Its loss would fundamentally undermine the principles of GB policy. PR6a is unsustainable on its own & in conjunction with other planned releases from the GB for housing. Infrastructure & services in & around Oxford are already under strain i.e.. Schools, hospitals/healthcare & roads. There is no capacity for major additional development. The infrastructure & services of Oxford & its surrounds are already beyond capacity. Further population is unacceptable. The road network in the immediate & wider environs are already highly congested. There are no clear, identified & funded proposals in the Plan to address these issues.</p> <p>Changes Sought</p> <p>Delete PR6a housing allocation on land to the east of Oxford Road. Delete PR6b housing allocation on land west of Oxford Road. Delete PR7a housing allocation on land south east of Kidlington. nDelete PR7b housing allocation on land at Stratfield Farm. Delete PR8 housing allocation on land east of the A44</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0529 | 08/10/2017 | John | Tremlett | | | | | |
| 1294 | <p>Comments</p> <p>Support for Cherwell Local Plan 2011-2031 (Part 1). Obvious need for new houses in area. While GB is valued it should be used as an aid to creating good plans, not a straight-jacket to frustrate them. The land of PR6a is not of high amenity visually or practically. and is ideally suited to housing. Land for PR6b is equally suited to housing, and I have no objection to moving the golf course further away from the centre of Oxford. Oxford has great opportunities to grow, in enterprise and in employment. The notion that business should be denied land so that housing needs can be met is absurd. Gaps in the current plans should be addressed in due course. In particular transport, for cars, bikes, and pedestrians need careful attention. I should particularly like to see proposal for a safe and quiet footpath between the existing housing in the area of Harbord Road and Five Mile Drive, and Oxford Parkway Station.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0531 | 09/10/2017 | Ben | Staveley-Taylor | | | | N | N |
| 1305 | <p>Comments</p> <p>These comments apply equally to PR6a and PR6b. The GB reserved areas between North Oxford and Kidlington provide a critical buffer between the two areas. If they are allowed to merge, then Oxford and Kidlington become one large sprawl. Already the A4165 Oxford Road is hugely over-congested, with stationary traffic every day in the morning rush hour, and this would just make matters worse. PR6a and PR6b are undesirable developments which violate national GB planning policy. A non-urban buffer zone in this area must be maintained. Maybe a legal justification can be forced through but it is entirely unwanted by local residents and would be vigorously opposed.</p> <p>Changes Sought</p> <p>Drop PR6a and PR6b. Housing needs can be met by expanding other areas if necessary.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0535 | 05/10/2017 | Donna | Bennett | | | | N | N |
| 1311 | <p>Comments</p> <p>The exceptional need to build 650 homes on this area due to few alternative locations being available is not proven, convincing or justified. This planning solution for meeting housing needs is insensitive towards overdevelopment to nearby villages, as well as the preservation of already too little remaining natural space and wildlife. How could this possibly therefore be effective or result in potentially healthy new living space? Using small bit of green space left would only be a temporary measure with irreversible consequences. Infrastructure plans are afterthoughts not actually agreed, funded or guaranteed by potential developers. The current infrastructure in surrounding areas, rapidly deteriorating and under increasing duress, surely needs to be a paramount consideration before exposing it to further demands. Consistent with National Policy? Only, and at best are 50% of these homes planned to accommodate housing needs which means that the remaining land will be used purely for property investment. Property investor's interests should surely not be underlying necessities in any GB development state as an exceptional cause? Justifying this plan as an exception to meet urgent needs therefore is not in compliance with the national GB policy. Decision making by any parties that stand to profit from the success of this planning should not be allowed. GB space is labelled as such to cap the area from inevitable demand of expansion. This development would link Kidlington to the outskirts of the city centre and would result in an urban sprawl thus eliminating a small but precious pocket of wildlife and character. The high quantity of housing threatens the already deteriorating and increasingly grid-locked infrastructure. Decision makers for these plans and deciding on the fate of GB areas should be those it will affect as there is no question it will have an impact on their quality of life.</p> <p>Changes Sought</p> <p>Changes to Plan 6a - so that it is more legally compliant and sound. 1. If using our GB areas is truly the only option for development then Cherwell should decline and point to other solutions such as a. Brownfield sites within Oxford or further out. b. Current and numerous vast amounts of land either being reserved for commercial use (much of it not looking very utilised or successful). 2. Ensure affordable housing is defined and that proposed housing estates are more than 50% (at least 65%) toward the housing need, not the interest of property investors. 3. Current infrastructure problems to be considered by developers as a paramount concern. 4. Funding of infrastructure plans to be agreed and legally bound by property investors before the start of any development. 5. The decision making process should be ultra-sensitive and rigid to the aesthetics at risk.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0536 | 06/10/2017 | Judith | Haverty | | | | | N |
| 1319 | <p>Comments</p> <p>Proposal not consistent with national policy because they do not take into account the detrimental effect removing large areas of GB will have. Proposal fails to meet the test of soundness as defined in para 182 of the National Planning Policy Framework. Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature, not an appropriate strategy and is unjustified. Oxford City Council should be utilising their own unused land such as Lord Nuffield Grounds and Oxford Greyhound stadium before pushing housing to other districts. It is unlikely that low density housing will be affordable for key workers. Barton Park prices and the proximity to the train station will make this area very attractive to London commuters. Traffic congestion will just get even worse and no consideration has been put forward to alleviate this (in addition to the air quality hotspots). Cutteslowe Park and its infrastructure will be detrimentally affected by an obvious increase in its resources.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0547 | 09/10/2017 | Hilary | Fletcher | | | | | | N |
| 1356 | Comments | | | | | | | | |
| Objects to building on GB. These proposals are not consistent with NP. They don't take into account the detrimental effect of removing large GB areas. They fail to meet the test of soundness as per para 182 of the NPPF. Oxfords LP has not yet been prepared. Thus CDC's allocation of homes is premature & is not an appropriate strategy & is unjustified. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0554 | 08/10/2017 | Lesley | Harding | | | | | | N |
| 1377 | Comments | | | | | | | | |
| These proposals are not consistent with NPPF. They don't take into account the detrimental effect that removing large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's LP has not yet been prepared so Cherwell's allocation of homes is premature, is not an appropriate strategy & is unjustified. GB boundaries should be meaningful. The existing boundaries of the Oxford GB should be upheld wherever possible. Current citizens have a responsibility to future generations. Oxford's GB exists to protect the countryside & individual communities. Once built on, this & the environment will be lost forever. It is vitally important that the rural landscape & open space be preserved, as it currently is by GB designation. CDC's policies seem to have no regard to the importance of the Oxford GB, & don't take into account other current new developments, e.g. Barton Park, traffic, transport, the likely availability of affordable housing under their policies, all of which would have to be resolved by Oxford. As Oxford has not yet made available its LP, Cherwell's policies seem particularly ill-timed. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0558 | 28/09/2017 | Mrs Caroline | Thompson | | | | | | N |
| 1385 | Comments | | | | | | | | |
| Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | | | N | Y |
| 1429 | Comments | | | | | | | | | |
| GB: CONCLUSIONS: 1. Government Policy and the Public Interest both require the GB to be permanent unless truly exceptional circumstances necessitate consideration of release. 2. Oxford unmet need is not an exceptional circumstance, firstly because it has not been defined and secondly because there are ample reasonable alternatives to accommodate it. 3. The LUC GB study was conducted on flawed principles and should be given little weight. 4. Cherwell have cited no other exceptional circumstances which hold any water – and their primary arguments – proximity to Oxford – is in fact a key argument for GB retention rather than release. 5. If at some future time an Oxford “unmet need” has been shown to exist and satisfactorily quantified, and if that requires any allocation to Cherwell, there are alternatives available to the District other than releasing GB land and therefore none should be released. | | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | | |
| In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB. | | | | | CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance. | | | | | |

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | | | N | Y |
| 1418 | Comments | | | | | | | | | |
| TRANSPORT - THE PROPOSED NEW STATION AT KIDLINGTON/BEGBROKE. The initial proposals for the development made great emphasis on the provision of a new railway station “between Kidlington & Begbroke”, the implication being that this station would cater for the needs of residents to reach their places of employment in Oxford and that therefore the housing plans are more sustainable. The relevant railway line is that from Oxford and the south to the midlands and north via Banbury. It is intensively used with half hourly cross-country trains and frequent freights including regular intermodal trains from and to Southampton docks. There is also a local service of 12 trains per day each way (9 on Saturdays, 3 on summer Sundays, none on winter Sundays) calling at the intermediate stations at Tackley, Heyford & Kings Sutton. North of Aynho Junction, as far as Banbury, these trains all have to interwork with the three trains per hour on the Chiltern Line to and from London Marylebone. There are presently no proposals for a new station on this line, nor are there likely to be. Neither Network Rail, Oxfordshire County Council nor any train operator has any aspiration for a station here. It does not feature on any relevant route study or strategic proposal. For example, we note that no such plans have been included in the Oxfordshire Infrastructure Strategy, signed off by the Oxfordshire Growth Board in September 2017, which claims to 'provide a view of emerging development and infrastructure requirements to support growth from 2016 to 2031 and beyond'. This includes a description of numerous rail improvement projects both pre and post 2031, as well as listing infrastructure priorities for the A40 Corridor, but gives no mention at all to a new station in this area. Journey time for the local trains is 30 minutes and they only just slot in between the other services; in other words, a train leaving Banbury soon after the previous southbound train only arrives in Oxford just before the next one. To add an extra stop on the route would make this pathing issue even more tricky. It would be possible to accelerate the journey time with electric trains which have better acceleration and deceleration rates and thus allow an extra stop in the same timetable but although the previous government did announce a scheme to electrify this railway as part of its “electric spine” in 2012, this has been deferred and there is at present no prospect of this happening. Great Western Railway (GWR) operate the local trains and they do have an aspiration to increase the frequency to a train every 90 minutes across the whole day but it is only an aspiration, not a timed commitment. Even that frequency is not really sufficient to attract substantial numbers of commuters to use rail on a daily basis. For that a half hourly service level is, these days, a basic requirement. The station at Oxford Parkway, opened in October 2015 and connected to Oxford station in December 2016 has in any case now become the railhead for Kidlington, swathes of north Oxford, Headington and surrounding villages. The rail industry as a whole is thus utterly unlikely to wish to commit to another new station “between Kidlington and Begbroke”. | | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | | |
| References to the station should be removed from the Plan as it is not deliverable within the lifetime of the Plan and therefore is not effective. Any element of development that is dependent on this station being delivered should be removed from the Plan as unsound. Plans for additional housing in north Oxford/south Kidlington should be put on hold until the Oxford to Cambridge Expressway route is settled, the East West railway is re-opened and the full extent of the expansion of Bicester is agreed, with its possible new transport infrastructure. | | | | | CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. We would like to attend the oral part of the Examination. | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1419 | <p>Comments</p> <p>Not Positively Prepared. Not Justified. Not Effective. Not Consistent with National Policy.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1420 | <p>Comments</p> <p>Government Policy requires development in the GB to be the very last resort, only to be considered if there is no alternative. Cherwell has stood that Policy on its head by making building in the GB its very first choice, rejecting what it accepts were reasonable alternatives. Cherwell says that building as close to Oxford as possible trumps all other considerations. Since Oxford is surrounded by GB, that has led them to select not just GB sites, but the very closest GB sites to the City, at the Kidlington Gap, where the GB is most fragile, just a few fields wide. It is those few fields the Council plans to build on, flatly contrary to GB policy, and the known wishes of the overwhelming majority of its electorate. If the Council gets away with this plan, it will also, again contrary to GB policy, cause the merger of Yarnton and Begbroke into Kidlington; expose Kidlington itself to being engulfed by the predatory City Council which has sought to subsume it for at least thirty years; and also, by declaring that proximity to Oxford is itself an exceptional reason to build on the GB which surrounds the City, fundamentally undermine its very purpose, risking opening the whole GB to development.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1421 | <p>Comments</p> <p>CPRE is opposed in principle to the release of GB land – as is national planning policy. A very strong case therefore has to be made to establish the exceptional circumstances required for the release of GB land. The Cherwell Plan goes nowhere near making such a case; Cherwell's electorate strongly supports retention of GB land as does Government Policy. There are a number of reasonable alternatives. The houses to satisfy Oxford's 'unmet need' targeted at the Cherwell GB could not only, on the Council's own admission, be sustainably built elsewhere in the District on other sites, or by increasing the density of build on existing sites, but also, at least to a considerable extent, within the City itself. Failing that, if there were genuinely no available option other than release of GB, national policy indicates that Cherwell would be expected to decline to do so and require other Councils to co-operate in meeting the unmet need Cherwell itself cannot satisfy. Additionally, during the course of the consultation, the Government published a revised Objectively Assessed Need (OAN) calculation, showing a total Oxford need of half that identified by the Oxfordshire Strategic Housing Market Assessment (SHMA). If adopted the new formula would make it certain that Oxford could accommodate all of its own housing need, and therefore there would be no "unmet need" for Cherwell to meet. The proposed OAN also reduces Cherwell's own need by a third, meaning that even if there were any Oxford unmet need to be covered, it could be met within the surplus the new OAN creates in Cherwell's adopted plan. This review is therefore premature and should be suspended at least until new "need" figures are crystallised.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | |
| 1422 | <p>Comments</p> <p>The primary duty of a Local Authority must be to the people it represents. In an independent market research exercise, with a very high sample size, conducted across Oxfordshire by Alpha Research of Thame in April 2015 respondents were specifically prompted that there was considered to be a need for more housing, and of the extent and purpose of the GB, before being asked whether the GB, should be developed for that, or indeed any other, purpose. Their answers were therefore fully informed by recognition of housing need. 76% of respondents considered that the GB should remain undeveloped; 66% considered housebuilding the greatest threat. Although polls have something of a tarnished reputation, this has resulted from situations where marginal inaccuracy can lead to wholly incorrect forecasts in narrow binary decisions. In this case the sample size was so large and so representative, and the outcome so conclusive, that whilst there might be up to a 5% margin of error, this would not be capable of affecting the result, or its scale. Further, this is in line with previous polls, adding to confidence that it accurately reflects public opinion. The same exercise showed that in North Oxfordshire – closely correlating to Cherwell - the outcome was hardly less conclusive, with 71% of respondents supporting the proposition that the GB should not be developed for housing or any other purpose. This was despite years of constant media campaigning by the City Council that Oxford has "no option" but to spread over the GB unless people are to go homeless (a wholly fallacious claim). Despite the City's campaigning, 73% of non-homeowners, and 74% of C2DEs agreed that the GB should not be developed for housing. In other words, the people who would be expected to have been the most responsive to the City's campaigning rejected GB development almost as strongly as the general population. Indeed 73% of the City Council's own constituents rejected it. There can be no doubt that the people both of Oxfordshire, and of Cherwell itself, reject GB development in principle, and this must be given great weight in any consideration of doing so.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1423 | <p>Comments</p> <p>The NPPF states that one of its Core Planning Principles (para 17) is to take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the GBs around them, and noting (at para 79) that the fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open. Paragraph 83 states that once established, GB boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. The recent Housing White Paper, clarifies what the steps before a finding of “exceptional circumstances” should be, when local authorities can demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements. Amongst these “reasonable options” which Local Authorities must demonstrate they have considered before there can be the “exceptional circumstances” required for review/release of GB land are: • making effective use of suitable brownfield sites and the opportunities offered by estate regeneration; • the potential offered by land which is currently underused, including surplus public sector land where appropriate; • optimising the proposed density of development; and • exploring whether other authorities can help to meet some of the identified development requirement. Although not yet law, the White Paper illustrates how high the hurdle for exceptional circumstances must be, given that the NPPF’s “fundamental aim is keeping GB land permanently open”, and the need to show there are no “reasonable options” before considering GB release.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | |

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1424 | <p>Comments</p> <p>OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 1. Is the Oxford unmet need real or realistic? Cherwell argues that an “exceptional circumstance” exists in the Inspector approving the adopted plan having added a requirement for “a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford GB, “once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, IS FULLY AND ACCURATELY DEFINED”. (Our emphasis) It was our view at the time that the Inspector could have exceeded his remit as there was no evidence before him suggesting that further development in Cherwell was impossible without breaching the GB, nor of the precise quantum of Oxford’s unmet need (if any existed) or the capacity of other Districts to accommodate it. However it is relevant that he proposed a Review only AFTER Oxford’s unmet needs were fully and accurately defined. They still are not, and a review is therefore premature even on the Inspector’s terms. According to the City Council in a report to Scrutiny Committee (12th June), the agreed unmet need allocation, is used as a working basis for current local plans in Oxfordshire which will be updated when the Oxford Local Plan is completed. In other words it is presently neither fully nor accurately defined, as the Inspector had required it should be. Oxford has only now started its own Local Plan process to reflect the Oxfordshire Strategic Housing Market Assessment (SHMA), three years after it was published, and long after Oxfordshire’s other Districts. Its draft Local Plan gives no figure for unmet need, or for the City’s capacity to meet it. However, taking Oxford’s overall “need” to be for 28,000 houses over the plan period, CPRE argues that at least 26,000 could be provided inside the City itself by switching employment sites – the use of which for employment would only exacerbate the housing need the City Council describes as being its Number One priority to overcome – to housing, and increasing densities on all sites to compact city levels. That is even before the outcome of a review of further sites to which the City refers in its plan. (See Oxford/Densities paper attached) Consequently the Inspector’s condition, that Oxford’s unmet need should first be “fully and accurately defined” is nowhere near met, and, further, there would be little or no “unmet need” for other Authorities to consider. In any event, a “working assumption” of need cannot be an exceptional circumstance justifying GB release, especially when it is likely to be extremely inaccurate. Finally, during the course of this consultation the Government has proposed a new OAN formula to replace the SHMA (on which all the Review numbers are based). This new formula, if adopted, would reduce Oxford’s total annual housing need from a SHMA mid-point of 1400 per annum to 746, that is by 47%. This would in turn reduce “unmet need” by two thirds, even before taking into account that the City should use employment land to satisfy existing housing need rather than exacerbate it and build at densities appropriate to cities. The new OAN is at the very least further evidence that the level of unmet need this review seeks to satisfy is neither fully nor accurately defined.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | |

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1428 | <p>Comments</p> <p>THE GB STUDY No great weight should be given to the LUC GB Study. Its purpose was not to determine whether any of the GB made no, or an insignificant contribution to, the purposes of the GB since clearly all of the GB land contributes, and the loss of any would be harmful. Rather, in its own words, the GB Study has been commissioned by Cherwell District Council to assess the suitability of the strategic sites being promoted for development against the five purposes of the GB. In other words the sites had been pre-selected, as we showed above, in the face of GB policy, and targeting the most fragile point in the entire Oxford GB. LUC continue The considerations that will determine the most appropriate scenario, or combination of scenarios, will largely relate to the existing or potential environmental qualities and value of land, and to the sustainability of residential development. This will enable Cherwell District Council to consider whether there are ‘exceptional circumstances’ (under paragraph 83, NPPF) to justify altering GB boundaries through the Local Plan process, i.e. to enable existing GB land to contribute to meeting Oxford’s unmet housing need. That is, value is not primarily judged against GB purposes at all, but against environmental ones, and the sustainability of the land for housing development. LUC found that Release of areas identified as making a low contribution to GB could provide only 5.8ha of potential development land (4.13). Release of areas identified as making a low or low-moderate contribution to GB could, subject to consideration of cumulative impacts, provide 34.6ha of potential development land(4.14). Release of areas identified as making a low, low-moderate or moderate contribution to GB could, subject to consideration of cumulative impacts, provide 166.7ha of potential development land (4.15). Although as noted above, the judgment was largely not on GB grounds, moderate harm was considered acceptable in order to release a larger amount of land. LUC acknowledge that release of fragile GB 4.16 GB that occupies only a small/narrow area between separate urban settlements will tend to rate highly in terms of its role in preventing settlement coalescence. This exactly describes the land chosen for release; but LUC went on. However, if environmental assessment determines that this land lacks significant value then a case could be made for accepting the coalescence, or near-coalescence, of settlements in order to maximise the scale of development in one area. That is the, subjectively assessed low environmental value trumps urban sprawl and severe coalescence, the two founding principles of the GB. Further, they have targeted the very point at which the GB is already narrowest – the Kidlington Gap between Kidlington and Oxford – for release, directly creating the coalescence of two distinct settlements (It is material that Oxford itself is proposing to breach that same area from the South with a proposed development of St Frideswide Farm). The sites concerned are all at the exact point in the GB where coalescence of settlements (Oxford and Kidlington) is most threatened, with the built areas separated presently by a few fields. The proposed GB reviews, together with the release of the Parkway Station and Park and Ride would effectively merge the two settlements. Although Kidlington (population 13,000, 2011) is statutorily a village, it is larger than many towns, notably Thame (11,600) and Henley (11,700) in Oxfordshire.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1427 | <p>Comments</p> <p>DUTY TO CO-OPERATE - The SHMA is explicit that Authorities are not expected to meet OAN (Objectively Assessed Need) in full if e.g. it would necessitate Green Belt development. It has been the unforced choice – not the requirement – of Oxfordshire’s Councils to agree to meet the SHMA need in full despite wide swathes of Oxfordshire being GB and AONB. It is therefore incumbent on Councils to take on each others’ “unmet need” if it would otherwise require GB land to be released. As shown, Oxford’s unmet need is very far indeed from being quantified or crystallised, but, if it were, it would be the duty of other Councils to assist Cherwell in meeting its part of that need without releasing GB land, not least by assisting Cherwell to understand how to do so within its own borders. There is no evidence that this has been attempted. Finally, the new OAN calculation proposed by the Government during the consultation defines “need” as the figure shown in the Government’s own tables on household projections. This is overlaid in the proposed calculation with an arbitrary (and ill-conceived) uplift intended to reduce house prices. It is also accepted that local authorities may if they wish further inflate their housing targets to provide further economic growth than that already included in the government’s base tables. However, it is submitted that these latter two elements cannot be defined as “need” and neighbouring Councils have no duty to co-operate in meeting them.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | |

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1425 | <p>Comments</p> <p>OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 2. If Oxford’s unmet need were realistic could it be met elsewhere in Cherwell than in GB? a. Yes, it could be met on non-GB sites. Cherwell found that the required number of houses could sustainably be built elsewhere, outside the GB, at Junction9 M40, Arncott, Bicester and surrounding area, Upper Heyford, Junction 10 M40, Banbury and surrounding area. They rejected these alternative sites because they might upset the evolution of the current adopted plan – although why competent planners would not be able to deal with that problem, if real, is not apparent; because there might be shortfalls, although why these should be greater for Oxford’s unmet need than for Cherwell’s own need was not explained; and more dispersed options provided less opportunity for strategic infrastructure investment (e.g. transport and education), although why this would be the case for, for example, Upper Heyford which is already targeted and developed, or for other centres which already benefit from services, is not explained. The overriding reason for their rejection however was clearly that they were less well situated (than the GB sites) to build communities associated with Oxford, to assist with the delivery of the Oxford Transport Strategy, to provide affordable transport options, and more likely to involve commuting. It is significant that even GB sites like the previously developed Shipton Quarry, were rejected as Development here would relate to Shipton-on-Cherwell, not Oxford. Therefore the parcel plays no role with respect to this purpose (Oxford’s unmet need). Simply put, this amounts to saying that all reasonable alternatives were unacceptable because they were not in the GB, or, if they were in the GB, were too far from Oxford. It is an argument that urban sprawl into the GB is justified by the fact that only GB sprawl could (by definition) be close enough to the City; in other words it is an argument not just for nibbling at the GB but for undermining its core purpose. It is clearly unacceptable in its own terms. Further, the proposed new OAN calculation would reduce Cherwell’s own need by 33%. The effect of this would be that 33% of the housing trajectory in the Council’s adopted plan would be superfluous to Cherwell’s own requirement and therefore available to satisfy any unmet needs of neighbouring authorities that might arise. b. The unmet need could be met by marginal density increases on generally low density allocated sites. Policy BSC2 in the adopted plan states New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development. Yet Policy Bicester 1 allocates 380 hectares to just 6,000 homes which is 16 houses per hectare. Assuming for these purposes that 30 dwellings per hectare is the average across the District, the sites to which the present 22,800 homes are allocated would need to increase build density by just 5%, to 36%, to accommodate all of the “working assumption” of Oxford’s unmet need. This would still be less than half the density of Central Paris or Barcelona, or Islington in London. Higher density build would also mean smaller houses, of which 63% of Oxfordshire’s SHMA need is comprised, and thus better meet public requirements. High densities also reduce the need for car travel and create a stronger sense of community.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | |

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | |
| 1426 | <p>Comments</p> <p>OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT (continuation)</p> <p>c. Even if there were no reasonable alternative sites, and even if densities on allocated non-GB sites could not be increased, the release of GB land could be substantially reduced. The total GB land proposed to be released is 264 ha. 10 hectares is proposed to be released for the station and Park and Ride, which already exist on GB land. There is no obvious rationale for the release. The net GB land to be released for housing is 254 hectares However within this area only 153 hectares is proposed to be actually used for housing, with the rest being allocated for sport, nature, agriculture etc., all legitimate GB uses. On the residual land 3990 houses are proposed at a density of 26 dph (although an average of 34 is claimed in the Plan). If build densities were increased to urban levels – the Council’s stated Policy is to treat these incursions for Oxford’s unmet need as urban extensions – then 70 houses per hectare, utilising only 37% of the land would be appropriate. This would require only 57 hectares, all of which could be comfortably accommodated on PR8, the least damaging in terms of coalescence and the Kidlington Gap of all these sites.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1438

Comments

Strong objection to all of the proposed development in the Oxford GB which “was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area.” This quote is from paragraph B256 of Cherwell’s adopted Local Plan Part 1 and we fully support it. We also support Policy ESD14 in the Plan to maintain the Oxford GB. The Oxford GB supports all five purposes set out in the NPPF and has been largely successful over the last sixty years. In particular it seeks to protect the setting and character of the historic city of Oxford. The reference to the character of the City, as referred to in Cherwell’s Local Plan. is often overlooked but it is a crucial aim of GB policy. The historic city centre by its nature cannot be expanded or comprehensively redeveloped. It is already under substantial pressure and this is likely to become highly damaging if expansion on the edge of the city is not restricted. The City’s never-ending traffic problems are testimony to this, and there have been calls for even the number of buses in the centre to be limited. The GB also provides accessible open space, footpaths and other recreational opportunities for residents of the city and for the communities within it. It is well used and supported as public opinion surveys have shown. GB is intended to be a permanent designation only to be changed in exceptional circumstances (NPPF). We think that that the overall levels of growth proposed are unnecessarily high and that alternatives to development in the GB are available. We therefore consider that exceptional circumstances do not exist to justify development in the GB.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth, at realistic levels, away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should a) discourage further employment generating development in the city unless it is absolutely essential and b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1442

Comments

We consider it to be a serious omission that at the options stage a question was not asked about the acceptability of development in the GB. This is probably the most important matter raised in this review. The plan may therefore be rendered procedurally noncompliant.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

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| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1440

Comments

This Plan is contrary to the NPPF which states in paragraph 14 that Local Plans should meet objectively assessed needs unless specific policies in the Framework indicate development – including land designated as GB - should be restricted. It is also contrary to the twelve core land use planning principles set out in Paragraph 17 of the NPPF one of which is that planning should take account of the different roles and character of different areas, promoting the vitality of our main urban areas and protecting the GBs around them. Furthermore, National Planning Practice Guidance makes clear that assessing need is just the first stage in developing a Local Plan and that once need has been assessed, the local planning authority should take account of any constraints such as GB, which indicate that development should be restricted and which may restrain the ability of an authority to meet its need. Cherwell has accepted (or, more accurately, been pressured to accept) the inflated figures of the Oxfordshire SHMA in full and has never followed this guidance to “take account of any constraints such as GB Which may restrain the ability of an authority to meet its need”. The proposed submission plan is therefore not consistent or compliant with national policy.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1439

Comments

Strong disagreement with the assessment that “exceptional circumstances” exist. Twelve “circumstances” are listed. The final ten are not exceptional circumstances at all. Some of them might be described as “opportunities”, some of them are simply descriptions of how development might occur, and others are meaningless, for example “12.the ability to create a sustainable, holistic, joined up vision for the whole of the Oxford/Kidlington/A44 corridor area”. That statement certainly does not constitute an exceptional circumstance. Exceptional Circumstance 1 (urgent and pressing need for homes) is highly contentious. It is based on the assessment in the SHMA which has been heavily criticised and never validated. The proposed DCLG standardised methodology proposes a much lower level of need that takes account of affordability. Exceptional Circumstance 2 (clear inability of Oxford to meet its needs) is also unproven. Oxford’s needs have not been established through its own local plan process and neither has its ability to meet its own needs. It is clear that alternative development strategies could accommodate a significant number of additional dwellings within the city. The submission document in proposing to develop in the GB is in complete opposition to the purpose of the GB and contradicts Local Plan Pt 1. The main purpose of the Oxford GB, (Local Plan Part 1 para B256), is to limit the growth of Oxford to avoid damage to its character and heritage. Oxford City Council itself should have a part to play in this by restricting the growth of employment generating activities to the minimum necessary. This would have the double benefit of releasing some land for housing and reducing the demand for further housing. However its currently proposed policies do the opposite. We have made this point in our representations to the recent Options consultation on the Oxford Local Plan. Alternative development strategies – which have been successful in the past – are possible for Oxfordshire, and include the diversion of growth away from Oxford towards the country towns. Oxford City Council should play its part in this. We also think it would be possible for the Oxfordshire authorities to promote the diversion of some economic growth to other parts of the country which would welcome and benefit from it – possibly through formal ‘economic twinning’ arrangements.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|

1441

Comments

We note that the plan calculates the loss of GB to be 3%. There is an implication here that the loss is relatively small and therefore acceptable. This is fallacious as is illustrated by the following example taken from a paper by Professor Dieter Helm, Chair of the Government’s Independent Natural Capital Committee “Think about St James’ Park in central London, set between Buckingham Palace at one end and Whitehall at the other. Suppose a developer comes along with a proposal; to build on a small plot on one corner of St James’ Park. This developer might argue as follows. The marginal value of the patch of grass in a small corner is not that great. After all, all the rest is left. Better still, the developer might pay such an enormous price for the small bit of land that perhaps a hospital could be built elsewhere with the proceeds. The marginal value to the ultimate owner of this house is so great relative to the marginal value of the small corner of St James’ Park that it makes marginal economic sense to build on it. There are two problems with this argument. The first is that the same marginal case can be made for the next small bit of St James’ Park. Indeed the value to the developer is even higher now because the Park is now slightly smaller. And for the next bit, the argument just gets stronger. Carried to its limits there is a great marginal case for incrementally building all over St James’ – and Hyde Park, and Regent’s Park and indeed all the green spaces in London. That is indeed what would have happened if the market had been left to allocate the land as if St. James’ was a private good. It is what would happen to the GB too. The second problem is that the reason why the land is so valuable is because it is not surrounded by other houses in close proximity. The very rich person who buys this house on the corner of St James’ is paying so much because others are not able to do so, and because it is St James’. We cannot all have green spaces around our houses – green space is in fixed supply. Carry both of these arguments across to the GB. Each marginal bit has a marginal economic case for developing it, and as each bit is chipped away, the value of the whole public good – the GB system – diminishes. The core point here is that the marginal case if carried through to its logical conclusion leads to no GB – there is a good marginal case for building on each and every marginal bit of land, as there is for building on each and every bit of St James’ Park.” The loss of a small proportion of GB therefore increases the likelihood of further loss. GB should be considered as an entity or system not as a collection of individual land parcels. This is a further reason why we fully endorse Government Policy (NPPF para 79) that GB is a permanent designation.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

The Oxford Green Belt Network (OGBN) was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0574 | 09/10/2017 | Chris | Anstey | CRJ Anstey on behalf of The Trustees of the Water Eaton Estate | | | | |
| 508 | Comments | | | | | | | |
| <p>The Trustees of Water Eaton Estate own 13.4 hectares of land S of Oxford Parkway, the remainder of the Estate lies East of the PR6a area. The Estate will be heavily impacted upon by development. It would be harmful to the historic, architecturally important Grade 1; Grade 2* Listed, & other buildings in close proximity to the development. The development is on higher ground & in clear view of these buildings. It is important that the Estate is protected from the impact. Access Issues. The only access to the Estate is off the A4165. If PR6a goes ahead this vital access will need to be breached (possibly in various places) to accommodate internal roadways & cycle/pedestrian paths. This access is used daily by the 6 Estate dwellings, tractors/heavy machinery & 44 tonne articulated delivery vehicles etc. This usage is likely to increase & sits uncomfortably with being crossed by cars/cycles/pedestrians. Being the main approach/access to the Estate it will need improvement, landscaping & widening to emphasise it's importance. The Trustees will not contemplate any downgrading of the access & careful design consideration will be needed to accommodate these disparate interests. Visual Intrusion. PR6a will be visible from the Listed & important dwellings of the Estate. This will impact on it's the capital value. Everything possible must be done to limit visual intrusion. The Trustees suggest; a. Residential & other dwellings should be limited in height to max. 3 storeys, with low profile roofing on any 3 storey buildings. B. The Eastern boundary of PR6a will need strengthening & thickening up by an agreed landscaping/planting/bunding brief, agreed with CDC Planning & developers. C. The overall impact of all artificial lighting will need careful consideration, to reduce light pollution. D. Any residential/other ancillary development will need to be undertaken sympathetically & attractively. The Trustees welcome the opportunity to work with CDC to ensure a high standard of architectural design/development is achieved. Surface Water. The major part of the remainder of WE Estate lies in flood plain. The impact of surface/ground water flowing from higher ground onto the retained Estate must be carefully considered & dealt with by way of viable & effective engineering solutions. There must be no increased risk of flooding on the Estate. Local Centre & School. The Trustees see no possible reason for locating the Local Centre & School within the Northern part of PR6a. They support the proposal by CDC, that such uses are located in the Southern part of PR6a, closer to Cutteslowe. It makes no sustainable planning sense to put the Local Centre or School on the Trustees land, being the northern outskirts of the development.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Site specific suggestions covering access issues, visual intrusion and surface water to ensure that all Estate dwellings and remaining farmland are protected from the impact (PR6a) . | | | | | | | | |
| PR-C-0578 | 07/10/2017 | Cllr Carmen | Griffiths | | | | | |
| 1459 | Comments | | | | | | | |
| Development in these sites would provide an urban extension of Oxford and would significantly narrow the important gap which separates Kidlington and Oxford and Kidlington would lose its identity as a village. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0630 | 27/09/2017 | David | Peddy | | | | | |
| 1558 | Comments | | | | | | | |
| Proposals for additional housing between Cutteslowe Park and Oxford Parkway and on the site of the present North Oxford Golf Club are ill conceived taking areas of green land ; destroying natural habitats for wild life - flora & fauna ; creating further congestion on already excessively busy roads , especially Banbury Road, Five Mile Drive , Sunderland Avenue and Elsfeld Way (already being affected by the traffic control off the new Barton development) and should be abandoned. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0638 | 09/10/2017 | Peter | Bridges | | | | | N |
| 1568 | Comments | | | | | | | |
| Proposals not consistent with National Policy because they do not take into effect the detrimental effect that removing large areas of the GB will have. Therefore do not meet the test of soundness as defined in para 182. Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and not an appropriate strategy and is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0646 | 09/10/2017 | Mr David | Somers | | | | | |
| 1588 | Comments | | | | | | | |
| I believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
| 1623 | Comments | | | | | | | |
| Exceptional circumstances have been demonstrated to justify the release of sites from the GB, including sites for housing to help meet Oxford City's unmet housing need. It is clear from the evidence base for Cherwell's proposed submission plan and from the Oxfordshire Growth Board evidence base that the release of sites from the GB is necessary to deliver the scale of housing required in a sustainable manner. However, there is a need to make efficient use of land released from the GB for housing purposes. Some of the proposed densities on sites released from the GB do not appear to make efficient use of this land despite their close proximity to Oxford and to sustainable transport infrastructure and services. By increasing the density on some of the GB sites and by developing the site covered by Policy PR3a Cherwell DC would achieve their target of meeting Oxford City's unmet housing need without requiring development at Woodstock South East (Policy PR10). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Review of the proposed densities and the resulting site capacities of the sites to be released from the GB in order to ensure that efficient use is made of this scarce land resource. | | | | To address cross-boundary issues with West Oxfordshire | | | | |
| PR-C-0660 | 07/10/2017 | Carol | Matheson | | | | | N |
| 1631 | Comments | | | | | | | |
| Over-development and over allocation of dwellings to one Parish - Gosford and Water Eaton. This parish currently has 676 dwellings. Adding 1410 houses into Gosford and Water Eaton, increases the number of homes by 208% to 2083. The proposal increases the Parish housing by two thirds of its current size. 32% of all the new houses have been allocated to Gosford and Water Eaton. If there have to be more houses here then a 25% increase is acceptable (under 200). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0675 | 04/10/2017 | Gill | Davidson | | | | | N |
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1658

Comments

Strong objection to building in the Kidlington gap. This is the narrowest and most vulnerable part of the GB and will mean that Oxford City and Kidlington become joined. The site PR6b is currently occupied by North Oxford Golf Club which is a recreational and social facility for over 500 local people of all ages. It has been in existence for over 110 years and is a beautiful piece of green land enhancing the environmental quality of the area. Why remove this which is contributing to the health and well being of so many people, to replace it with low density houses that will be of no value in helping resolve the housing problems? It will become a perfect place for people to live and commute to London attracting more wealthy people who make no contribution to the City. These proposed developments are not providing affordable housing. This development is being led by the University Colleges who own the land to swell their coffers rather than being a rational planning choice. If a golf course is to be sacrificed then why not the one in the City rather than destroying the GB? It is also completely irrational and unsound to propose to build a new course at Frieze Farm a few hundred metres away. Frieze Farm could be considered for housing instead. Golf courses cannot be made overnight and it would be years before a new course could be established. I object to the way in which the University and its Colleges together with unscrupulous developers are ruining the City and being allowed to control developments. The Council should look after the well being of people living in the City and its surroundings. This plan is completely ineffective and not consistent with National Policy. It is disgraceful.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|--------|--|--|--|--|---|
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | N |
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1682

Comments

This land is Gosford and Water Eaton parish land – not North Oxford. In total 1410 dwellings are proposed in the Parish. 650 of these are on this site. This number have a major impact on transport infrastructure in particular on the already heavily congested Oxford Road. The traffic from this development will increase congestion further. It is not clear how the transport improvements including new bus lane (and/or cycle lane provision) can be implemented without further problems for Oxford Road residents who already suffer from congestion, delay, air pollution and vibration caused by passing lorries/buses. In the Green Belt Study (April 2017) this site was categorised as “High” in terms of harm to the Green Belt from its release for development. I agree with this and consider that it would significantly erode the gap between Kidlington, Gosford and Water Eaton and Oxford, especially in combination with removal of the Park and Ride site from the Green Belt. This would result in continuous development up to the railway/A34. This in our view will lead towards the coalescence of Gosford/Water Eaton/Kidlington and Oxford. The area has no easily definable boundary to the east which raises further concerns about how development may be contained in the long run. Green spaces- You ironically discuss the provision of public open space whilst destroying the current green belt. Why?

Changes Sought

Reasons for Participation

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| PR-C-0684 | 28/09/2017 | Mike | Stoddard | | | | | |
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1690

Comments

I am writing to raise my concerns about the impending planning application for housing development at North Oxford Golf Club. My concerns centre around the potential destruction of a recreational site. I am a Director of England Hockey. This National Governing Body is funded in part by Sport England, a central government body. In the latest funding cycle Sport England have stated that one of their objectives is to promote exercise activity for those people who currently don't engage in any exercise. This directive comes from the DCMS. Development of North Oxford for housing would remove a facility where people could begin a pastime that would be in line with the wishes of both the DCMS and Sport England.

Changes Sought

Reasons for Participation

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| PR-C-0687 | 06/10/2017 | Tim | Green | | Y | Y | N | N |
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1694

Comments

Para. 85 of the NPPF states that GB boundaries should be clearly defined, using physical features that are readily recognisable and likely to be permanent. Proposed revised GB boundary immediately east of 'land east of Oxford road' does not appear to provide a clear, defensible or permanent boundary. Developing this land may lead to the 'unrestricted sprawl of large built-up areas'. One of the five purposes and the fundamental aim of GB is to prevent urban sprawl by keeping land permanently open as set out in para. 80 of NPPF. Whilst land does need to be released from GB to meet unmet needs of Oxford City, the proposed area should be reduced and located on land that provides permanent and defensible boundaries. Proposed urban extension to Oxford City at land east of Oxford Road, comprising 650 dwellings at a net density of 40 dwellings per hectare, is considered detrimental to the highly valued GB and current individual identity of land. Removal of land from GB would result in coalescence of Oxford and Kidlington, eroding existing countryside contrary to National Policy. Particular concern is the impact on the existing setting of Cutteslowe Park, with open landscape/countryside views being destroyed with loss of openness, one of the main purposes of GB. The provision of public open space an extension to Cutteslow Park, including the creation of wildlife habitats is considered not to compensate for the proposed overall loss of valued agricultural and undeveloped land, rich in biodiversity that is currently accessible via existing Public Rights of Ways. There is no guarantee that this will even happen. The associated traffic and pollution will impact greatly on Cutteslow Park and existing areas rich in biodiversity. This is the largest park in Oxford and is home to a number of sports clubs/facilities, and significant wildlife areas and community woodland. It is unclear what level of provision is proposed to ease road traffic congestion particularly when popular community events are held. Significant increase in road traffic alongside other significant developments already in the pipeline is highly environmentally unsustainable. Oxford City has been declared an Air Quality Management Area where pollution levels of nitrogen dioxide objective will not be met. The Cutteslow Roundabout is one of seven hotspots. Given the proportion of relatively recent planning permissions/proposed developments, it is considered that the 2013 traffic data used to inform the preparation of the draft Local Plan Partial Review is outdated and therefore invalid. Concern is raised regarding the potential conflict between the proposed development on site and the Grade II* listed St Frideswide Farmhouse. What measures will be put in place to protect the setting of this heritage asset? Level of proposed housing is questionable as Oxford City has not finalised its Local Plan. Emphasis on encouraging further employment is concerning, it is felt that Oxford City should be prioritising land for housing. Thus it is considered that allocation of housing within Cherwell to meet Oxford City's need is premature and should be delayed pending completion of Oxford's Local Plan. Proposed new Government protocol for the determination of housing need indicates the requirement in and around Oxford is greatly reduced from the previous determination. This should be properly examined before any development is undertaken. Proposal is not considered effective as they are not based on effective joint working and cross-boundary strategic priorities. The proposal is not considered to be consistent with national policy as it has not fully taken into account the detrimental effect that removing such extensive land from the Green Belt will have.

Changes Sought

Reasons for Participation

It is respectfully requested that the preparation of the Local Plan Partial Review is delayed until further progress has been made with Oxford City's Local Plan to more accurately ascertain the level of housing that can be delivered within the City. Failing that, it is requested that the number of houses developed on 'land east of Oxford Road' is reduced in any event.

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| PR-C-0716 | 04/10/2017 | Nicola | Barnetson | | | | | N |
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5439

Comments

Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believes these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National Planning Policy Framework (NPPF) • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0717 | 01/10/2017 | Pierre | Pazgrat | | N |
| 5444 | <p>Comments</p> <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believes these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. (National Planning Policy Framework) • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. Further comments regarding the Green Belt: • Its purpose aims at preventing urban sprawl• If Green Belt boundaries are re-defined, the way to define those using physical features would need to be readily recognisable and permanent. This is not the case on the area to the east of the A4165 (Oxford Road) because there are no such features and therefore no eastern boundary. There is a high risk to lead to unrestricted sprawl of large built up areas – which is contrary to the Green Belt purpose. Further comments regarding housing needs: The proposal is focussing on being close to the Parkway Station; this is unlikely to fill the need to have affordable housing. The developers are likely to have to pay a premium because of its location. It is clear that these new homes are likely to be purchased by London commuters due to the proximity of the station.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0720 | 07/10/2017 | Adrian | Sutton | | |
| 1810 | <p>Comments</p> <p>The Government has published a consultation document Planning for the right homes in the rightplaces. This document sets out Government proposals to assess housing needs in differentareas of the country. It has been welcomed by many professionals who regarded the earlierSHMA estimates as overblown and unjustified. Rep quotes Helen Marshall of CPRE as saying that the housing needs in Oxford had beenreduced in the new estimates by no less than 47%. For more than 60 years the Green Belt thatforms the Kidlington Gap has successfully checked urban sprawl, and it has prevented themerging of Oxford and Kidlington, provided access to countryside to residents of northOxford and Kidlington, and preserved the setting of the historic town of Oxford. In view ofthe new assessment of housing need in Oxford, and the lack of a completed local plan byOxford City Council informed by accurate data on the land available for housing withinOxford, it would be irresponsible and reckless for Cherwell District Council to proceed withits plans to build on the Kidlington Gap. The above Government consultation document also notes that the pressure on housing ismuch greater in London, and is set to increase further over the next decade. Given that theproposed housing in PR6a and PR6b is approximately 10 minutes walk from Oxford Parkwaystation it is obvious that those sites east and west of Oxford Road (A4165) will be veryattractive for London commuters. It is hard to imagine how key workers in Oxford in need ofaffordable housing will be able to compete with the market pressure of London commutersfor this housing. The proposed housing density on the golf course is only 25 per hectare, andit is highly unlikely that any of it will be affordable to those who need cheaper housing inOxford.One of the greatest attractions for families living in north Oxford is the wide range ofavailable secondary schools. If 1,180 new households were built on either side of Oxford Road there would be even more car journeys to schools inside the Ring Road to prolong thecommute into Oxford. Following a Freedom of Information request Oxford City Council hasadmitted recently that the new road layout and traffic lights at Cutteslowe roundabout havenot improved traffic flow along Banbury Road. This continues to be an area of severe trafficcongestion during school term, and the proposed housing can only make it worse. The onlygood transport link is from Oxford Parkway station, but even there the huge station car parkis already filled by London commuters during week-days, less than 2 years since the stationopened.We understand that Cherwell District Council have been obliged by the “Duty to Cooperate”with Oxford City Council to solve Oxford's perceived housing problems. But Oxford CityCouncil has chosen to allocate land to employment at the Northern Gateway developmentinstead of housing. Further employment growth is unnecessary and unsustainable in an areaof full employment and a shortage of housing. It only exacerbates the housing problem, andleads to even more people commuting into Oxford. Rather than helping Oxford City Councilin this way Cherwell District Council should challenge the lack of thinking displayed by theCity Council.We recognize that Oxford has a housing problem, especially for key workers. But building onthe Kidlington Gap is unjustified by the information available, and by Oxford City Council'sown policies to develop land for employment rather than housing. Once the Green Belt hasgone it has gone forever, and it is difficult to see how further urban sprawl to the east ofOxford Road could be contained since the nearest road is the B4027, which is several miles tothe east (National Policy Planning Framework, paragraph 85).We urge Cherwell District Council to postpone any decision on the development of the GreenBelt around Oxford until all the facts are made available.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0728 | 08/10/2017 | Denis | Roger | | N |
| 1837 | <p>Comments</p> <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). Believes that these proposals are not consistent with national policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National planning Policy Framework (NPPF). Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0730 | 09/10/2017 | Monik | Rodger | | N |
| 1842 | <p>Comments</p> <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National Planning Policy Framework (NPPF). Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0737 | 01/10/2017 | Pauline | Alvarez | | |
| 1865 | <p>Comments</p> <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the national Planning Policy Framework (NPPF).</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0756 | 10/10/2017 | William & Rebecca | Hodgson | | |
| 1900 | <p>Comments</p> <p>The proposed development on the land north of Cutteslowe Park, which is part of the Green Belt north of Oxford and forms a separating barrier known locally as the Kidlington Gap, between the northern boundary of the city of Oxford and the large urban village of Kidlington. The development directly contradicts the five stated purposes of land of the green belt as set out by the NPPF. To build on the green belt North of Cutteslowe would contravene all the five stated purposes; Resulting in Oxford sprawling and encroaching into the countryside, Oxford and Kidlington merging into one another, the historic character of Oxford being diminished and overwhelmed by the large urban sprawl, whilst the use of available derelict and urban land should be considered, instead of Greenbelt landIn addition, the local infrastructure (transport, hospital and schools) will be unable to cope with the large influx of people. While the aim is to provide housing for local Oxford people, the location of the houses near a direct-London line station will encourage people to live in Oxford but commute to London. Only about 13% of England is Green Belt and when there is so much other land available it is counter-productive to develop on Green Belt land. Strongly suggest that the Council reconsiders their development proposals to urbanise the small Green Belt area separating Oxford town and Kidlington.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0758 | 10/10/2017 | Susan | Cooper | | Yes | Yes | | No |
| 1905 | <p>Comments</p> <p>The views described in paragraph 5.73 are actually unavailable to most people, being blocked along most of the Oxford Road by trees and hedges at the side of the road. This makes it less important to preserve this Green Belt land, allowing more weight to the need to provide housing needed by people working in Oxford. Paragraphs PR6a – 26 and PR6b – 24 specify an “active frontage”, which assume means removing the trees and hedges along the road. Suggest not doing this. Having a sports ground to the east of Oxford Road south of Kidlington and keeping the Green Belt on the west side keeps a small separation between Kidlington and the extended Oxford. More of an optical separation could be maintained if a small strip of land along each side of the road in the area to be used for housing were left as is – planted with trees and hedges – instead of running the housing right up to the road. This strip needn’t be very wide so would make only a minimal effect on the area available for housing, while having a significant positive effect on the apparent separation. The housing would also benefit from this shielding from the busy road. Lives on Banbury Road and it is not at all pleasant since it has become so much busier during the last 20 years. In addition, a cycle and pedestrian path could be provided on the housing side of this strip, providing shielding for cyclists and pedestrians. Frequently walks from the north edge of Oxford to the new train station and back; the noise of the traffic is unpleasant, and it is much worse when the road is wet and one get splashed by passing traffic The green strip could be extended past the Park and Ride to hide this unsightly area from the road. The proposed density of 27 dwellings per hectare is below the average new build density of 32 quoted (Rep quotes website in the letter) which also says the best health is found in areas with a density greater than 32. To make best use of the Green Belt land and to build a settlement fit for the future, suggest the target density be increased. Nothing is said about the ratio of flats to single-family houses. Perhaps no flats are foreseen at all. Higher density should be achievable in an attractive way by including a reasonable fraction of flats, which are also more likely to be affordable to Oxford workers.</p> <p>It would also be good to encourage innovative designs of blocks of flats, such described on the website as provided.</p> | | | | | | | |

Changes Sought

Reasons for Participation

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| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
| 1940 | <p>Comments</p> <p>Policy PR6a - Land East of Oxford Road. The policy proposes residential development on 24ha of the site at an average density of 40 dwellings per hectare. Have no principle objection to this but have some concerns that 40 dwellings/ha might not allow sufficient space for meaningful green infrastructure such as large native street tree planting within the built-up areas. Having said this it is unclear what the calculation is based on as 650 dwellings over 24 ha would result in a lower density than stated. Welcome the requirement to create a green infrastructure link along the eastern boundary to Cutteslowe Park. Also welcome the requirement for cross-boundary working between local authorities. Considering that the site is located next to another allocation PR6b wonder whether the two sites should be considered in combination rather than isolation Map / key: - Ancient Woodland: see general comment on mapping above. - BAP habitat: BAP habitat is shown on an area that is currently arable. Whilst it might be the intention to create a BAP habitat this might be difficult to achieve in this location. We recommend that the wording in the key is changed to ‘proposed BAP habitat’ or ‘proposed area for nature conservation’ or similar - Adjoining allocation: The map shows the golf course as remaining but policy PR6b allocates the site for development. This is misleading and the map should be revised accordingly - Policy PR3 land: see general comment on mapping above.</p> | | | | | | | |

Changes Sought

Reasons for Participation

Potential biodiversity impacts as outlined in the representation.

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| PR-C-0773 | 10/10/2017 | Philip | Rawle | Greenlight Developments | Y | Y | N | Y |
| 1951 | <p>Comments</p> <p>Does not consider the Partial Review of Cherwell Local Plan to pass the ‘tests’ of soundness, in terms of being positively prepared, justified, effective and consistent with National policy. This is because the Partial Review does not make reference to the need for C2 units (residential institutions, including care homes), nor to care/nursing homes more generally. Policy PR2 deals with C3 uses only. Further limitations on current local planning policies (adopted and emerging) are outlined in the accompanying Note prepared by Lichfield's. In terms of National policy, the Government’s National Planning Practice web-based resource in the section on ‘Housing and economic development needs assessments’ provides guidance to the plan-making process on how to deal with ‘housing for older people’. Failure of the Partial Review to meet the care needs of the District will clearly have significant implications on housing options for Cherwell’s increasingly ageing population. The accompanying Note prepared by Lichfield's quantifies that like the rest of the UK there is a clear need for care homes in Cherwell. Examples are found in the Oxfordshire SHMA, which projects the number of people with dementia and mobility issues in Cherwell and Oxfordshire will roughly double by 2031 (end of this Plan period). The latest DCLG figures project the number of people in Cherwell living in communal establishments to double by 2031. The Lichfield's' Note sets out the care need for Cherwell as follows: • In Cherwell District itself, the latest DCLG projections show growth in the number of people over age 75 living in communal establishments of 565, i.e. this is the number of care home bed spaces needed (2011 – 2031). However, as the Council are planning for housing growth well in excess of demographic trends, which will lead the population growth in excess of demographic trends, 565 bed spaces should be considered a minimum to plan for up to 2031. • In terms of Oxford City’s need, the DCLG projections suggest a need for a further 305 bed spaces by 2031, and (as with its housing need) a proportion of this may well go unmet. Cherwell will inevitably import some of Oxford’s care home needs, as those additional residents (who otherwise would have lived in Oxford) age and move into care homes. This further justifies the use of the 565 figure for Cherwell as a minimum, which may need to be increased if unmet care home need for Oxford is identified. Lichfield's' Note on Care Home Need provided.</p> | | | | | | | |

Changes Sought

Reasons for Participation

Greenlight asserts that it in order for this clear ‘need’ for care bed spaces to be met in Cherwell over the Plan period, specific policies are required to:(a) Set the delivery of this need over the Plan period as a requirement - this requirement being a minimum of 565 bed spaces by 2031; and(b) To identify and allocate sites to accommodate this need in the Plan and on the Policies Map.To this end, Greenlights’ land interest at Skimmingdish Lane, Bicester, which is currently subject to planning application 17/01428/F, provides an opportune site to be allocated for a 64-bed care home; thus accommodating some 11.3% of the bed space requirement (based on a total requirement of 565 bed spaces) over the Plan period (by 2031).To demonstrate how the site at Skimmingdish Lane, Bicester can accommodate a 64-bed care home, and therefore to assist in informing its allocation as a care home site in the Plan, enclosed with this letter is the site location plan and proposed site layout plan, both of which form part of the current planning application on the site.

The matters raised in these representations are of a strategic nature to the plan.

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| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| 1958 | <p>Comments</p> <p>In addition to its interests in sites PR6a and PPR6b, the University of Oxford and Merton College also have landownership interests in the following sites: • PR3c:land north of Oxford Service Area. • PR8: land East of the A44 at Begbroke/Yarnton. • PR9: land West of the A44 at Yarnton.</p> <p>Given their shared interest across these sites, there has been careful co-ordination between the landowners and their advisory teams in the preparation of these representations and specifically comments in relation to these sites. In addition, the teams advising the landowners have met in order to start to formulate a co-ordinated approach to the sites in relation to common themes (e.g. transport) and in terms of planning phase and subsequent implementation. These parties will continue to work together on areas where their interests are aligned with the aim of achieving a comprehensive and co-ordinated approach to the delivery of these sites and the strategy for the A44 corridor overall.</p> | | | | | | | |

Changes Sought

Reasons for Participation

On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination.

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| 1964 | <p>Comments</p> <p>Support with amendments. The consortium is strongly supportive of the proposed policies to develop a new North Oxford neighbourhood either side of the A4165 Oxford Road, with direct access to central Oxford and Summertown, to employment opportunities, including at Northern Gateway, and to services and facilities nearby including public transport hubs. The policy supporting text highlights that in this location sustainable travel choices can be strongly encouraged and car use for local journeys discouraged. Whilst the proposals here would involve the loss of agricultural land and realignment of the GB boundary, and give rise to other localised impacts on environmental assets, the consortium agrees with the Council that the proposals would represent the most sustainable opportunity to create a new gateway neighbourhood, and that the impacts are capable of being mitigated as well as being substantially outweighed by the benefits. The opportunities exist to consolidate this urban edge, integrate the area with the existing north Oxford communities, and develop a highly sustainable neighbourhood that will achieve social, environmental and economic benefits in line with NPPF, paragraph 7. Detailed comments provided on affordable housing, housing numbers density and local services contributions, development brief and location of key facilities.</p> <p>Changes Sought</p> <p>Overarching strong support however suggested changes have been provided on affordable housing, housing numbers density and local services contributions, development brief and location of key facilities.</p> <p>Reasons for Participation</p> <p>On behalf of the consortium, given the significance of their land interests, we would wish to participate in the oral examination.</p> | | | | | | | |
| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | N | | N |
| 5465 | <p>Comments</p> <p>Begbroke & Yarnton Green Belt Campaign's (BYG) main concern is that they believe there is no proper justification for altering the Green Belt boundaries from where they currently stand. On a local level, they particularly object to the removal of the land described as PR8 and PR9 from the Green Belt due to the significant detrimental impact of that removal on the villages and villagers of Begbroke and Yarnton. They also object to the removal of land described as PR6a, PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City and to the land described as PR10, a green field site due to the impact its development will have on the adjacent A44 corridor. Instructed Bruce Bamber, a transport consultant, to prepare a report on the transport implications of the allocation of sites PR8 and PR9 for housing purposes. Although his technical review has focused on these areas, the broader methodology to identify potential development locations has also been assessed for its soundness. The report has been provided as Appendix B. Key conclusions from the report includes: the Sustainability Appraisal Report was published before the Transport Assessment and therefore cannot properly take into account the transport impact of development options. The SAR fails to report the adverse traffic congestion impact from the proposed development around Begbroke and Yarnton and is therefore flawed. Transport evidence base and the associated environmental assessment work is fundamentally unsound and cannot be relied upon. A number of legal issues are raised in Appendix A with a detailed summary provided. If the Council proceeds as planned, we consider the Inspector will find the Plan unsound due to inadequacy of evidence base and failure to ensure effective consultation and participation by the public.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0779 | 10/10/2017 | Graham | Jones | Summertown and Wolvercote Conservatives | | | | N |
| 1980 | <p>Comments</p> <p>Whilst it is challenging to help solve Oxford's housing problem, there are better ways to do this than those proposed in Policies PR6a and PR6b. There are already agreed plans for homes in the Wolvercote Ward (500 Northern Gateway, 190 mill site, Lower Wolvercote and 17 at Elsfield Hall). In addition there are a number of brownfield sites that can be developed for housing in the city. This with the recently revised and lower Government housing needs figure for Oxfordshire and Oxford, in particular, mean only the most appropriate sites for housing should be considered. These two policies use GB land, which our forebears had the wisdom to set up to prevent urban sprawl, to prevent urban conurbations from joining up and to ensure that those living in an urban environment have some open space and countryside within a reasonable distance. The National Planning Framework makes this quite clear. The proposal to effectively close the "Kidlington Gap" so that Kidlington is divided from Oxford but not much more than the A34 and the railway to Bicester means that Kidlington will be as joined up to Oxford as Blackbird Leys. There are other sites that are not in the GB that would be better suited. The proposal to put housing on both sides of the Banbury Road, next to the Oxford Parkway Station, will be of great appeal to London commuters and will not readily ease the housing needs of local people. The road system, in spite of lengthy and expensive works carried out on the Cutteslowe and Wolvercote Roundabouts, is barely coping with the current traffic. The situation will deteriorate when the Northern Gateway employment and housing site is developed. Further development in such close proximity for up to another 1,080 homes, with additional entry points on to the Banbury Road, will further exacerbate the problem to the extent that there will be unacceptable levels of pollution and congestion. Understand the need for more housing but believe there are other solutions. Do not agree that the proposals are consistent with national policy and that the need of housing is sufficiently exceptional to allow for the ripping up of the GB and, by doing so, enabling the joining of Kidlington to Oxford. Do not consider that sound, justified or effective.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0779 | 10/10/2017 | Graham | Jones | Summertown and Wolvercote Conservatives | | | | N |
| 1981 | <p>Comments</p> <p>While it is pleasing to see that a larger site here within the Cherwell Valley is no longer being considered, the proposals for this site are inappropriate. The development of the full site covered by PR6b would compromise the setting of the Grade II listed St Frideswide Farmhouse as well as the edge of the Cherwell Valley. There is a wildlife corridor on this site on the edge of the Banbury Road and every effort should be taken to retain this.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2016 | <p>Comments</p> <p>PR6a and b is just wrong. This area of the town is already traffic and pollution blackspot and proposing even more development can only make this worse. The proposed Northern Gateway will add to the problems. Including the term 'wildlife corridors' in these proposals just shows the lack of knowledge as to how wildlife works.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0791 | 10/10/2017 | Keiron | Ward | | | | | N Y |
| 2036 | <p>Comments</p> <p>Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council.</p> <p>Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.</p> <p>Changes Sought</p> <p>All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist.</p> <p>Reasons for Participation</p> <p>Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation.</p> | | | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0791 | 10/10/2017 | Linda | Ward | | | | N | Y |
| 5682 | <p>Comments</p> <p>Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council.</p> <p>Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist. | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |
| PR-C-0799 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of Sheehan Group of Companies | | | N | Y |
| 5475 | <p>Comments</p> <p>This submission relates to land at and adjacent to Knightsbridge Farm, Yarnton, and which is located on the south-east edge of Yarnton and immediately to the south-east of the Begbroke Policy PR8 - Land East of the A44 Proposed Urban Neighbourhood. The land is owned by the Sheehan Group of Companies and Cappagh and is previously developed land comprising a redundant sewerage treatment works, a haulage depot and storage land and a concrete batching plant. The land extends in all to some 13 hectares and is outlined in red on the attached plan. This submission should be read alongside and is put forward as an alternative to a separate submission made by Planning Consultant, Suzi Coyne, who has argued that, consistent with the existing use of the Sheehan land, the site as a whole should be allocated for employment land for B2 and B8 uses. Development at and adjacent to Knightsbridge Farm would be a logical addition to the Begbroke Urban Neighbourhood or the existing built up area of Yarnton and would assist further in meeting Oxford's unmet housing need. It is also less sensitive in GB terms than, for example, proposed allocations PR6a and PR6b both of which (a) cause a material diminution in the gap between Oxford and Kidlington (contrary to the GB purpose of preventing neighbouring towns from merging in to one another) and (b) seriously undermine the requirement to preserve the setting and special character of Oxford, central to which is its green backdrop. Key attributes for the land at and adjacent to Knightsbridge Farm listed.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Remove the land at and adjacent to Knightsbridge Farm from the GB. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land at and adjacent to Knightsbridge Farm in the allocated site for residential development or a mix of residential and other uses. | | | As drafted, and in so far as it relates to the land at and adjacent to Knightsbridge Farm, the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination. | | | | |
| PR-C-0806 | 10/10/2017 | Liz | Pickering | Education and Skills Funding Agency | | | | |
| 2070 | <p>Comments</p> <p>The ESFA supports the policy requirement for the provision of a 3FE primary school on 3.2 hectares.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | |
| 2205 | <p>Comments</p> <p>Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable).</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | N |
| 2208 | <p>Comments</p> <p>Objection to the allocation of PR6a and PR6b: Both sites are important parts of the Green Belt separating Oxford from Kidlington allowing both to retain their identity. The closure of this gap by building on the Green Belt will leave a small gap of about half a kilometre so it would effectively be joining Oxford to Kidlington to become an urban extension of Oxford. This part of the Green Belt has high landscape value providing a clear divide of rural land between Oxford and Kidlington. There is no evidence that this land should be released from the Green Belt on exceptional circumstances as studies have shown this land to be of high importance to the integrity and function of the Green Belt. The land occupied by the Golf Club serves a contribution to the Green Belt both is its landscape function and as a recreational activity. The plan proposes a low density of 25/Ha, which is unlikely to be attractive to accommodate 50% affordable housing. In addition the balance of the site is likely to be attractive to Commuters from London who will pay high prices for large expensive houses. This site would clearly never meet the objectives of providing houses that are reasonably priced for workers in Oxford.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | | | | | N |
| 2225 | <p>Comments</p> <p>Objection to the allocation of PR6a and PR6b: Both sites are important parts of the Green Belt separating Oxford from Kidlington allowing both to retain their identity. The closure of this gap by building on the Green Belt will leave a small gap of about half a kilometre so it would effectively be joining Oxford to Kidlington to become an urban extension of Oxford. This is such an important part of the Green Belt, Cherwell District Council must ensure the quantum is right. This part of the Green Belt has high landscape value providing a clear divide of rural land between Oxford and Kidlington. There is no evidence that this land should be released from the Green Belt on exceptional circumstances as studies have shown this land to be of high importance to the integrity and function of the Green Belt. The land occupied by the Golf Club serves a contribution to the Green Belt both is its landscape function and as a recreational activity. It should be noted that Southfield Golf Course in Oxford has been rejected by the City Council for a potential housing site. The plan proposes a low density of 25/Ha, which is unlikely to be attractive to accommodate 50% affordable housing. In addition the balance of the site is likely to be attractive to Commuters from London who will pay high prices for large expensive houses. This site would clearly never meet the objectives of providing houses that are reasonably priced for workers in Oxford.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0814 | 07/10/2017 | David | Betts | | | | | |
| 2222 | Comments | | | | | | | |
| Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | | | | | |

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| PR-C-0817 | 10/10/2017 | G | Davies | | | | | N |
| 5666 | Comments | | | | | | | |
| Loss of Cherwell District Local Amenities - The development of North Oxford Golf Club and adjacent land on the opposite side of the Banbury Road will only result in multimillion pound houses for Oxford and London commuters. The impractical alternative proposed site at Frieze Farm is smaller, flat featureless agricultural land and within a mile of the current North Oxford Golf Club; who will pay for it to be moved to an unviable site? A new golf course requires a significant investment and take years to develop to an acceptable condition. Why can this alternative site not be considered for housing? Has the Oxford Golf Course been scheduled for development to meet Oxford city's housing needs, if not why not? Its acreage is significantly larger than North Oxford Golf Club and not within the Green Belt area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0821 | 09/10/2017 | Caroline | Johnson | | Y | Y | N | N |
| 2243 | Comments | | | | | | | |
| The proposal to take land between Oxford and Kidlington is wrong because of its impact on the Green Belt and the loss of the Kidlington Gap. If this proposal is accepted there will be urban sprawl, the neighbouring towns of Oxford and Kidlington will merge with one another, there will be encroachment on the countryside, the setting and special character of the historic town of Oxford will be adversely affected, there will be no assistance to urban regeneration. The proposal is not in line with National Planning Policy as they do not take account of the adverse effects of removing this land from the Green Belt. These issues are also discussed in my response to PR3. Specific concerns about the proposal PR6a. The proposals are predicated on meeting Oxford's unmet housing need yet the density of housing proposed for this site is so low that it is clear that these will be executive homes. It is reasonable to assume that a large proportion will be purchased by people moving from London and then using the train service to go to work. Thus they will make no contribution to meeting the unmet housing need. The proposal suggests that a primary school should be placed at the southern edge of the parcel of land, northern boundary of Cutteslowe Park. This is nonsensical given that the majority of the population growth is in Yarnton and there is an Oxford City Council school at Cutteslowe, half a mile away. It is proposed that an extension to Cutteslowe Park will be included but there is no guarantee of this and it could be withdrawn. Similarly a proposal is made to keep an area of land as arable farmland but there is no guarantee of this. These proposals were made in response to concerns raised at the previous stage of Consultation about the impact of PR6a on the unique and very valuable setting of Cutteslowe Park. Even if these offers were to materialise the impact on the Park would be highly detrimental. The setting in open countryside with far reaching views will be lost. This proposal is for an area which has no defined eastern boundary. When redefining the boundaries of Green Belt land Local Authorities should define clear boundaries using physical features that are easily recognised and likely to be permanent. This is not the case for PR6a which has 3 boundaries defined by the Park and two major roads but whose eastern boundary is only a field boundary. The risk of future proposals being made to add further fields to the development is very high and thus there would be urban sprawl. The proposal to develop PR6a is contrary to the purposes of the Green Belt. It is unjustified and unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The process should be restarted once the Oxford Local Plan has been completed and thus when any unmet housing need of Oxford is known. When Cherwell does this it should correct the errors made in this process and take account of the importance of the Green Belt and provide solutions which do not impact the Green Belt. | | | | | | | | |

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| PR-C-0822 | 09/10/2017 | Iain | Johnson | | Y | Y | N | N |
| 2247 | Comments | | | | | | | |
| Even if Cherwell and Oxford City's calculation of unmet housing need is correct, (which it isn't), the proposal for PR6A is flawed. The density of housing in PR6A is too low to provide affordable housing or the type of houses for key workers in Oxford. The density implies large houses for people who will notice they have railway station on their doorstep and can commute to London in an hour. If people move into these homes to work in London that does nothing to meet Oxford's need. The proposal includes a primary school next to the park, on the edge of the proposed low density housing development. The major population growth in this plan is in Yarnton not next to Cutteslowe park. Primary school children are the most likely to travel to school by car adding several hundred car journeys to an already overcrowded road system. Cutteslowe already has one primary school at the other end of the park. The planned extension to the park, offered as a cynical ploy to curry favour with nearby residents and park users, is not guaranteed. There is also no guarantee of the arable farmland promised in the plan. Building next to the park will alter the park irrevocably. People travel to and use this park because it is on the edge of the city with views over open countryside. Without its setting it is much diminished. Cutteslowe park is a lovely green space surrounded by open countryside that provides habitats for wildlife visible in and around the park. The open fields and farmland provide a setting that allows the city population to take leisure while viewing a countryside that contributes to their wellbeing. Happiness from being in and viewing green space shouldn't be underestimated and should be valued. PR6a has no permanent eastern boundary. This amounts to a "developers charter" where existing development can be used as an excuse for further development and then yet more. This is a crass and foolish oversight by Cherwell and will play into the hands of landowners and developers who will build and build and build some more making PR6a bigger and bigger. PR6a is directly in opposition to what the Green belt is for and what the National Policy Framework clearly says the Green belt is for 5 purposes of the Green Belt quoted. This plan goes against all 5 purposes. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The local plan should be scrapped and started again when there is clarity about the ACTUAL unmet housing need and not just the desire of the city council, and Cherwell, to meet a figure they have made up based on discredited calculations. The local plan should also recognise the importance of the Green Belt. The Green belt isn't an inconvenient anachronism to be discarded. It is essential to the wellbeing of the citizens of Oxford and surrounding towns and villages. It is evident that the UK government values its green belt more than this local plan does ... The Government national planning policy framework states that the Green belt exists to prevent urban sprawl, prevent neighbouring towns merging, safeguard countryside from encroachment, preserve setting and character of historic towns (such as Oxford!) and assist in urban regeneration (by forcing entities such as the Oxford city Council, the University and its colleges to consider land in the city for housing not more unnecessary jobs). | | | | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | | |
| 5030 | Comments | | | | | | | | |
| Proposed changes suggested. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| On page 88, para 5.85, the document states that: "Design principles which seek to deliver a connected and integrated urban extension to Oxford will be required". The new Cycling and Walking Design Guides should be referenced as the relevant document for best practice Design principles. | | | | | | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | | |
| 5042 | Comments | | | | | | | | |
| North Oxford development sites (Policy PR6a East of Oxford Road, 650 homes and Policy PR6b West of Oxford Road, 530 homes) would be expected in combination to generate approximately 360 primary pupils. This would require a 2 form entry (420 place) primary school, which would be expected to have some space to accommodate children from other growth areas as well. A 2.2ha site is therefore required for a new 2 form entry primary school within this site. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Policy PR6a currently requires "provision of a primary school with at least three forms of entry on 3.2 hectares of land". This requirement can be reduced as above and should state "provision of a primary school with two forms of entry on 2.2 hectares of land". | | | | | | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | | |
| 5053 | Comments | | | | | | | | |
| The requirements within each site policy for an archaeological assessment and potential pre-determination investigations are supported. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | | |
| 5034 | Comments | | | | | | | | |
| Proposed changes suggested. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| a. Primary school – the site Development Brief will need to consider school requirements regarding length of frontage, not on cul de sac, number of access points etc. as well as options for parking and drop off. b. Needs to be a direct walking/cycling link to Oxford Road via the existing residential streets to the south. c. Due to the size of the development, the Policy needs to specify two separate access points onto the highway. d. Generally, should PR6a and b be covered by a single masterplan? This would need to include integration across Oxford Road. It would help to coordinate the vehicular access points, crossings and pedestrian/cycle links. e. Pedestrian connection to adjacent residential area should be secured. | | | | | | | | | |
| PR-C-0846 | 10/10/2017 | Alison | Noel | | | | | | N |
| 2285 | Comments | | | | | | | | |
| Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believes these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y | |
| 5291 | Comments | | | | | | | | |
| References on the Cherwell Green Belt Study (April 2017), the Oxford Green belt Study (2015), Category A Village Analysis (2016), Policy Villages 1 and 2 of the adopted Local Plan Part 1 and SA report. Conclude that the removal of Green Belt separating Begbroke (PR8) and Yarnton (PR9) and subsequent development as proposed would result in coalescence of both settlements; encroach on the open countryside; and result in highly inefficient use of land (which itself is a combination of grade 2 and grade 3 agricultural land). The harm that results is exactly the harm that the Green Belt land is designed to prevent. The loss of protection of the Green Belt and the scale of subsequent development is contrary to existing Local Plan policies. The "exceptional circumstances" put forward by Cherwell District Council are without merit with respect to all sites proposed for removal from the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which are additionally supported, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection. | | | | | | | | | |
| | | | | | Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place. | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
| 5290 | <p>Comments</p> <p>Referenced the 5 purposes of the Green Belt and NPPF paragraphs 82-84. Quotes provided on the Elmbridge Local Plan and Poole Local Plan. Quotes provided on NPPG's guidance on the Housing and Economic Land Availability Assessment (HELAA). Reference to Policy ESD14 of the adopted Local Plan Part 1. it is reasonable to conclude that whilst local districts may have accepted an apportionment of Oxford's unmet housing need the actual number is not absolute and the Local Plan process may determine that Cherwell, for example, is unable to accommodate the apportioned figure due to existing national policies, such as Green Belt. Conversely, Oxford City, through the development of its own Local Plan and consideration of urban density, re-allocation of land previously earmarked for employment use, etc. may determine that the total unmet housing need is lower than that recommended by the SHMA and post-SHMA work. The latter point will especially apply should Oxford City seek to justify exceptional circumstances to remove Green Belt land that falls within its own jurisdiction. Reference to Oxford's Preferred Options document.</p> <p>Changes Sought</p> <p>For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>"Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place"</p> | | | | | | | |
| PR-C-0848 | 08/10/2017 | Plamen | Petroff | | | | N | N |
| 2288 | <p>Comments</p> <p>Object to policies PR3, PR6a and PR6b as well. The key facts:- The proposal is not consistent with the National Policy because the policies do not take into account the detrimental effect that removing these large areas of Green Belt will have.- There are no 'exceptional circumstances', which could allow a City Council to ruin the environment and the future of our children. The Government's NPPF (Para 80) is very clear what the aims of the Green Belt are. The Green Belt must be 'enhanced', not reduced. There are no supporting facts that all relevant alternatives had been assessed.</p> <p>Changes Sought</p> <p>Revise the Plan</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0874 | 03/10/2017 | Mr Stuart & Mrs Phyllis | Holcroft | | Y | Y | N | |
| 2369 | <p>Comments</p> <p>Consider that Policies 6a and 6b are unjustified, on the grounds that :-</p> <ul style="list-style-type: none"> • They do nothing to check the growth of Oxford and its urban sprawl. • There are sites within the City Council boundary that would potentially be more suitable • The level of Oxford's need has not been confirmed. If there is little or no need in Oxford this will reduce the pressure of developing in the Green Belt. • Residents of Kidlington, Gosford and Water Eaton have no desire for their communities to be swallowed up into Oxford. The Plan will remove much of the physical and importantly, the visual green space between Kidlington and Oxford and instead promote the A34 as the physical boundary of Green Belt. This effectively reduces the belt to a ribbon a few hundred metres wide. What would remain as visible belt is a narrow strip extending from the Kidlington roundabout to the A34 bridge adjacent to Parkway station. Moving the Green Belt boundary away from Oxford in this way would provide the basis of future arguments to engulf Kidlington within the City of Oxford. Disagree with Para 5.77 about integrating with existing North Oxford communities. Reference to two Green Belt sites within Oxford, both rejected due to coalescence which is inconsistent to Cherwell's approach. The Cundall Report "Unlocking Oxford's Development Potential "concluded in Para 158 that "It is not appropriate for the City Council to enter into discussions regarding the use of neighbouring Authorities land, especially if it is Green Belt, without undergoing a thorough and robust assessment of all potential sites for housing within its own authority's boundary first". <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0875 | 04/10/2017 | Mrs Frances | Bishop | | N | | N | |
| 2370 | <p>Comments</p> <p>Greenbelt - The reasons for Green Belt seem even more valid for today. The review has not shown that the circumstances are exceptional. Oxford is an unique and important historic City and it's identity is closely linked to it's size and it's settings in the gentle and surrounding landscape. The Greenbelt allows people to feel that the countryside is meandering into the city, connecting city and country and keeping the surrounding villages intact.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0875 | 04/10/2017 | Mrs Frances | Bishop | | N | | N | |
| 2371 | <p>Comments</p> <p>Cotteslowe Park. (PR6a) would radically alter after this beautiful and very well used park, which is very dear to the hearts of those of us who live nearby and the many families who visits from further off. A large part of the attraction is it's lovely setting with views across the countryside, allowing people to experience this sense of space of freedom so near to the city centre, without having to travel miles through the urban sprawl. Does not think the reasons given, justify the loss of this amenity.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0875 | 04/10/2017 | Mrs Frances | Bishop | | N | | N | |
| 2372 | <p>Comments</p> <p>The proposed policy depending on less use of cars, seems more hopeful than justified by evidence. The document does not seem to show any real ways that the very overcrowded and noisy road network could be made to cope with so much more traffic. Family life for most people requires car use and there will also be increased public transport, delivery vehicles, service vehicles and traffic related to use of schools, doctors, leisure facilities etc. Air quality is also an serious issue.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0878 | 05/10/2017 | Tim | Davison | | | | N | |
| 2377 | <p>Comments</p> <p>Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|------|-------|--|---|---|---|---|
| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
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5213

Comments

Objects to PR6a. This is an ambitious plan to remove the Green Belt gap between Oxford & Kidlington. The green policies associated with the proposals appear to be a cosmetic remodelling to the detriment of wildlife & appearance of the high graded landscape. The areas of residential development & open/ green spaces shown on policy map PR6a are unacceptable & do not replace roaming in the countryside. The proposed new school shown on proposals Map PR6a is unlikely to be convenient for those in Kidlington and surrounding area, where existing schools are already becoming overstretched with pupil numbers. Any pupil overspill which may be allocated to such a proposed new school other than at Oxford are likely to have to travel long trips, which will lead to more cars on school runs using the already congested road network. Any foot/ cycle route links between north Oxford and the Water Eaton Park & Ride / Parkway should be along or landscaped close to the A4165 Jordan Hill corridor and not in the open countryside, which will create further creeping urbanisation and light pollution, if lit. A map/diagram is provided, suggesting alternative development areas & boundaries.

Changes Sought

PR6a should be replaced by the attached revised proposal map showing options for housing densities at 30 & homes per hectare. Although the outer boundary has been rigidly fixed, the internal layout of development shown should be designed using a flexible approach. The proposed revised development needs shown on the attached map makes use of existing hedgerows close to the brow of Jordan Hill and can be reinforced with a wide green buffer screen for marrying it into the landscape and preventing excessive light pollution.

Reasons for Participation

Based on the representation, would like to reserve the right to respond if necessary.

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| PR-C-0883 | 06/10/2017 | Ian | Crook | | | | | |
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2383

Comments

Objections to the proposed development of housing in the Green Belt north of Oxford city- the area identified as PR6a. Objections:1. Traf Housing on the scale envisaged will generate a huge increase in commuter and general traffic. This would be on roads which are in poor condition, already congested and could not cope with the additional volume; they can barely handle the existing loads. 2. Cutteslowe Par.Cutteslowe Park is one of few green open spaces in Oxford that are freely accessible to the public; most of the many green areas are college lands which not available to the general public. The new housing will encroach on the borders of Cutteslowe Park and destroy the open country aspect at the borders of the Park. That this would take place on Green Belt land is particularly regrettable. The proposed 'Park Extension' and 'Arable Land' would have no guarantee of permanence. If the current application is approved, no doubt these plots of land would then also soon become ripe for building. Is well aware that there is dire need for more low-cost housing and that something urgently needs to be done to put right the current unacceptable situation. Is not a 'NIMBY' - believes it is wrong to build these houses on Green Belt land so near to a much valued public park.

Changes Sought

Reasons for Participation

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| PR-C-0889 | 10/10/2017 | Mrs Donna | Bennett | | N | N | N | Y |
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2391

Comments

The exceptional need to build 650 homes on this area due to few alternative locations being available is not proven, convincing or justified. This planning solution for meeting housing needs is insensitive towards overdevelopment to nearby villages, as well as the preservation of already too little remaining natural space and wildlife. How could this possibly therefore be effective or result in potentially healthy new living space? Using small bit of green space left would only be a temporary measure with irreversible consequences. Infrastructure plans are afterthoughts not actually agreed, funded or guaranteed by potential developers. The current infrastructure in surrounding areas, rapidly deteriorating and under increasing duress, surely needs to be a paramount consideration before exposing it to further demands. Only, and at best are 50% of these homes planned to accommodate housing needs which means that the remaining land will be used purely for property investment. Property investor's interests should surely not be underlying necessities in any green belt development stated as an exceptional cause? Justifying this plan as an exception to meet urgent needs therefore is not in compliance with the national green belt policy.Decision making by any parties that stand to profit from the success of this planning should not be allowed. Green belt space is labelled as such to cap the area from inevitable demand of expansion. This development would link Kidlington to the outskirts of the city centre and would result in an urban sprawl thus eliminating a small but precious pocket of wildlife and character. The high quantity of housing threatens the already deteriorating and increasingly grid-locked infrastructure. Decision makers for these plans and deciding on the fate of green belt areas should be those it will affect as there is no question it will have an impact on their quality of life.

Changes Sought

1) If using our green belt areas is truly the only option for development then Cherwell should decline and point to other solutions such as a. brown field sites within Oxford or further out b. current and numerous vast amounts of land either being reserved for commercial use (much of it not looking very utilised or successful 2) Ensure affordable housing is defined and that proposed housing estates are more than 50% (at least 65%) towards the housing need, not the interest of property investors 3) Current infrastructure problems to be considered by developers as a paramount concern. 4).Funding of infrastructure plans to be agreed and legally bound by property investors before the start of any development5) The decision making process should be ultra-sensitive and rigid to the aesthetics at risk.

Reasons for Participation

Concerned as a long time resident that these plans will affect. Also aware and understand these plans and their implications involving both current and future residents. Strongly believes to be competent and justified to be involved in ensuring that alternatives, and fair compromises are met.

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| PR-C-1011 | 23/08/2017 | Tony | Norris | | | | | N |
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2958

Comments

The creation of 1,118 houses on PR6a & PR6b will create a potential of 3000+ car movements a day, together with a further 5000+ movements from PR7a, PR7b, PR8 & PR9. The traffic situation North of Oxford will be at gridlock even worse than that which occurred during the recent alterations to Banbury Rd & Woodstock Rd roundabout.

Changes Sought

Reasons for Participation

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| PR-C-1129 | 18/09/2017 | Mrs M G | Kibbey | | | | | N |
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3524

Comments

No costs shown for infrastructure schedule. What road improvements are scheduled for houses in area PR6b, PR6a and PR8 as already very congested.

Changes Sought

Reasons for Participation

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| PR-C-1172 | 08/08/2017 | Robin | Carey | | | | | N |
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3749

Comments

PR7a is on a flood plain as are North Oxford's PR6a and b - no indication of flood protection.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-1202 | 08/08/2017 | Mary | Timms | | | | | N |
| 3883 | Comments | | | | | | | |
| Re the plans, PR7(a) is preferable to building at PR6(b) and PR6(a) but not enough homes. If anything, allow PR8 and PR7(a), this may preserve Green Belt and keep a distance. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1260 | 17/08/2017 | D R | Pickvance | | | | | N |
| 2167 | Comments | | | | | | | |
| The views and countryside around the Green Belt approaching Water Eaton Manor will be spoilt by building 650 houses and the potential for more (PR6a - East of Oxford Rd). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1321 | 10/10/2017 | Doreen | Rose | Oxford Sports Council | | | | |
| 4334 | Comments | | | | | | | |
| Strongly objects to developing on N Oxford Golf Course (NOGC). It is outside but abuts Oxford CC's boundary. It provides golfing facilities for Oxford and Cherwell CC's residents. Golf is played by males, females, from pre-teens up to 90 yrs. It is good exercise & enjoyable & can be competitive. It is good for the health & fitness of those in their later years. NOGC has a good membership, particularly for the over 50's. We appreciate that there is high demand for housing in the Oxford area, but cannot see the sense in removing a successful recreational facility which could be used by the new home dwellers, & other housing sites already with PP. We recognise that PR6b has been suggested as an alternative location, but this is flawed. It makes no sense developing on an existing facility & set a new one up 1 mile away. This will cost in excess of £10 million & will take decades to establish on of the same quality. Also the new course would need to be available before the existing course is closed for development to ensure continuity. That means there would be no new completed housing at NOGC for a long time. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1323 | 10/10/2017 | Erlinda | Boyle | | | | | |
| 4338 | Comments | | | | | | | |
| Object to PR6(a). I believe this proposal doesn't take into account the detrimental effects on the environment, on general health and well being and healthy lifestyles (important consideration). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1324 | 10/10/2017 | Maureen | Haile | | | | | N |
| 4341 | Comments | | | | | | | |
| The Kidlington Gap (PR6a & PR6b) should be protected to prevent urban sprawl and village identities. The Golf course is a valuable recreational amenity that can't be moved. Object to transport strategy because; Most improvements are un-funded. Railway proposal is unrealistic. Unreal expectations for people to journey on foot, bicycle & bus. No demonstrations of air quality improvement, Oxford being an Air Quality Management Area, especially plans PR6a & PR6B adding to more cars onto the A4165. Does not take into account house building in the pipeline. How will building in PR6a & PR6b be affordable homes? London commuters will buy them. Schools, GP's, Hospitals etc. are already pressurised. Cutteslowe Park is not given sufficient protection. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | N | N | N |
| 4369 | Comments | | | | | | | |
| I commented at the earlier stage on the need to ensure that additional housing is so organised as to avoid simply becoming London overspill. For that reason too I would use Areas 6a-c as parkland and if need be part of the existing Cutteslowe Park for housing - it is particularly close to the JR hospital. I also commented on the need to direct employment outside Oxford and to locate housing accordingly. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | N | N | N |
| 4364 | Comments | | | | | | | |
| Positive Preparation - There has been an apparent failure to stress-test the alleged requirements of Oxford City Council. This is the subject of widespread local criticism, and the latest downgrading of the Government's own estimates of housing requirements undermines the whole basis of Cherwell's proposals and Oxford's demands. We need to start again with a process geared to the current Government figures as an absolute maximum. Damage to the GB just seems to have been assumed as a given, whilst it is not. Justification - The proposals cannot be justified as matters stand, as the figures have not been adequately tested and may no longer be current. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | N | N | N |
| 4365 | Comments | | | | | | | |
| Effectiveness - There is little concrete information as to the funding or timing of infrastructure provision - e.g. a substantial new station will certainly be required, but there is no clarity at all as to how this will be delivered or funded or when in relation to the related development. This all comes across as a wish-list rather than as a blueprint for a successful outcome. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-1332 | 10/10/2017 | Peter | Webber | | | N | N | N |
| 4367 | Comments | | | | | | | |
| If as I believe the loop for this part of the GB is not substantiated then these areas should be zoned for use as London-style community park, with purpose facilities for public use. The area is easily accessible from several directions by public transport, and it would be far preferable for this to be properly landscaped as a continuing "Green Lung" of benefit to both Oxford (which could contribute to the cost) and Cherwell. The Golf Course is in effect already landscaped. If the City still believes that it needs additional housing I suggest that part of Cutteslowe Park is developed and the funds released used to provide a new and larger community facility. The existing Cutteslowe Park is not easily accessed from Kidlington, and the additional extension proposed of little use to any except Cutteslowe residents and gives little protection to the GB/"Green Lung". | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | N | N | N |
| 4363 | Comments | | | | | | | |
| Duty to Co-operate - I do not believe that the duty to co-operate requires a Council to accept without apparent justification the aspirations of an overwhelming neighbour Council where that Council has not done all it can to solve the problems. They have not substantiated the basis for it's alleged housing shortfall and has not shown any obvious willingness to co-operate in the funding and/or provision of essential infrastructure. There is a lack of mutuality. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1343 | 09/10/2017 | Miss Josephine | Willoughby | | | | | N |
| 4395 | Comments | | | | | | | |
| Objects because proposals are not consistent with NP because they do not take into account the detrimental effect that removing these large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in para. 182 of the NPPF. Oxford's LP has not yet been prepared so Cherwell's allocation of homes is premature & is not an appropriate strategy & is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1361 | 09/10/2017 | Mrs Lorna | Logan | | | | | N |
| 5086 | Comments | | | | | | | |
| Objects to PR6(a). These proposals are not consistent with NP because they don't take into account the detrimental effect that removing large areas of GB will have. These proposals fail to meet the test of soundness as defined in paragraph 182 of the NPPF. Oxford's LP has not yet been prepared so Cherwell's allocation of homes is premature & is not an appropriate strategy, & is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1363 | 09/10/2017 | Mrs S | Crook | | Land E | | | N |
| 4434 | Comments | | | | | | | |
| This policy is unsound and ineffective. It is intended that building in this area will help to address Oxford City's 'unmet housing need' which is for affordable homes, but it will simply provide expensive homes close to Oxford Parkway station which will inevitably attract London commuters. Also object to the encroachment of GB land and the detrimental effect it would have on the open views from Cutteslowe Park - the best public park in Oxford and a much-appreciated and valuable resource for many residents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1364 | 09/10/2017 | Mrs Susan | Moss | | | Y | Y | N N |
| 4435 | Comments | | | | | | | |
| The policies are unsound because they fail to meet the real needs of people for low cost (rented or for sale) houses that deal with urgent housing problems. Housing to meet local needs could be achieved by building smaller units at higher density and using far less land. Houses for sale at so-called 'affordable' prices, and houses at market prices, do not meet the needs of the teachers, nurses, public sector workers and young families. Build some houses, but make all of them of the type that people need - not what developers and landowners desire. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1366 | 09/10/2017 | Dr & Mrs Charles | Steiner | | | | | N |
| 4439 | Comments | | | | | | | |
| Object to PR6a, land East of Oxford Rd. Proposal not consistent with NP. They fail to meet test of soundness as in Para 182 of NPPF. Losing GB will be detrimental. Oxford's LP hasn't been prepared yet, so CDC's allocation of homes is premature, is not an appropriate strategy & unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1379 | 10/10/2017 | Tim | Del Nevo | The Friends of Cutteslowe & Sunnymead Park | | | | N Y |
| 4470 | Comments | | | | | | | |
| The proposal is not justified because it is not reasonable to plan to help meet the unmet need of a neighbouring authority (Oxford City Council) where that Council has yet to fully assess its unmet need. This is particularly relevant in the light of new methodology which suggests that Oxford's supposed unmet need is significantly overstated. The proposal is not justified because it does not meet the requirements of the NPPF on protecting Green Belt land. The land on PR6a & PR6b is very important in preventing urban sprawl, preventing towns from merging, protecting the countryside from encroachment and preserving the setting and special character of historic towns. The proposal does not take sufficient account of the damage that removing this Green Belt land would have. The proposal is not justified because the key exceptional circumstances as put forward by Cherwell are not valid. The proposal is not effective in terms of protecting an important park which lies on the border of Oxford City and Cherwell. The proposals put forward to protect the park can not be seen as deliverable. The proposal is not effective because it is not the most appropriate strategy. There are other sites within Cherwell which would not result in loss of valuable, high-performing Green Belt land. We would be grateful if the Inspector could visit the park please. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| To represent the interests of the users of Cutteslowe Park | | | | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-1380 | 10/10/2017 | Gordon | Henning | | | | N | N |
| 4471 | Comments | | | | | | | |

PR6a/PR6b are not justified or effective in terms of SA Objective 10 (Air Pollution/Road Congestion). Whatever pedestrian, cycle or public transport provision is available, increased vehicular traffic will inevitably be associated with development on this site. Climate change may well also increase the frequency and severity of adverse weather conditions making cycling etc. very unpleasant and more dangerous.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|---------|--|--|--|---|---|
| PR-C-1380 | 10/10/2017 | Gordon | Henning | | | | N | N |
| 5841 | Comments | | | | | | | |

PR6a and PR6b are not justified because a) the prediction for the number of houses needed is questioned and is to be re-evaluated b) it does not take into consideration the intrinsic value of the Green Belt for current and future generations and the irreplaceable nature of the Green Belt c) is difficult to see how this development can be sustainable given the lack of realistic plans for providing necessary infrastrucutre - these are already significant longstanding problems in Oxford and Oxfordshire which are likely to be seriously exacerbated by the Northern Gateway development. Policy PR6a is not likely to be effective because a) it is very likely to provide housing for London commuters rather than people employed in Oxford and local areas, and hence exacerbate many of the problems that Oxford and Oxfordshire already have e.g. traffic and demand for schools, healthcare etc. b) the considerable uncertainty over many financial and economic matters after Brexit mean that there is considerable uncertainty about whether the plan could be deliverable over its period c) we have seen little real evidence in recent years of effective co-operation between local authorities. PR6a is not consistent with the NPPF and has an indistinct border.

Changes Sought

Reasons for Participation

PR6a and PR6b should be withdrawn completely. There are other alternatives for increased availability of housing including i) use of land within Oxford city for housing instead of employment and ii) increased housing density on sites already used or designated for housing within Oxford city.

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|------------------|------------|----------|---------|---------------------------------------------|---|---|---|---|
| PR-C-1381 | 10/10/2017 | Caroline | Johnson | The Harbord Road Area Residents Association | Y | Y | N | Y |
| 5286 | Comments | | | | | | | |

The proposed urban extension to Oxford City at land east of Oxford Road, comprising 650 dwellings at a net density of 40 dwellings per hectare, is considered detrimental to the highly valued Green Belt land and the current individual identity of land within Oxford City and Cherwell District. In addition it is considered extremely likely that housing on this site would be aimed at the affluent London commuter market with no real prospect of any affordable housing. Thus Green Belt land would be lost and Cherwell would fail to meet its objective of meeting Oxford's (alleged) housing need. Paragraph 85 of the National Planning Policy Framework (NPPF) states that when defining Green Belt boundaries, Local Authorities should define boundaries clearly, using physical features that are readily recognisable and likely to be permanent. The proposed revised Green Belt boundary immediately east of 'land east of Oxford Road' does not provide a clear, defensible or permanent boundary. Therefore, developing this land is likely to lead to the 'unrestricted sprawl of large built-up areas'. One of the five purposes of Green Belt land, according to paragraph 80 of the NPPF, is to prevent such sprawl. Indeed, the fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open, as set out at paragraph 79 of the NPPF. This lack of a clear, recognisable and permanent boundary gives cause for deep concern particularly because this area extends to the east across the wide open and stunning landscape of the Cherwell Valley towards Islip. The proposed removal of this land from the Green Belt would result in the coalescence of Oxford and Kidlington. Such removal of Green Belt land would erode the existing countryside setting of Oxford, contrary to national planning policy. Of particular concern, relating to development on 'land east of Oxford Road', is the impact that this level of development will have on the existing setting of Cutteslowe Park. This very large park is enjoyed by tens of thousands of visitors each year and they all benefit from the open landscape and countryside views. The footpath from the park leads to a network of Public Rights of Way thus providing easy access to this vast and attractive area of Green Belt countryside. Whilst some of the views will be retained the location of a school adjacent to the park's cricket pitch and development of land to the north will have a detrimental effect. Cherwell has responded to concerns raised at an earlier stage by providing for an "extension to Cutteslowe Park and agricultural land to be kept free of buildings to avoid landscape impact". These measures are too vague and indeed could be rescinded and do not provide sufficient protection for this very important and beautiful park. It is important to protect the openness of the Green Belt, one of its main purposes, in this location. The photos demonstrate that this is not an urbanised environment but valued Green Belt countryside fulfilling the important purposes for which it was designated. Draft Policy PR6a proposes the provision of public open space as an extension to Cutteslowe Park, including the creation of wildlife habitats. However, it is considered that this does not compensate for the proposed overall loss of valued agricultural and undeveloped land, rich in biodiversity that is currently accessible via existing Public Rights of Way. Furthermore, the associated traffic and pollution will impact greatly on Cutteslowe Park and existing areas rich in biodiversity. Cutteslowe Park is the largest park in Oxford with sports pitches and pavilions, play areas, miniature golf and railway, a skate park, significant wildlife areas and a community woodland. As recognised by the Council, the park is home to a number of sports clubs and hosts regular community events. It is of great concern that the increased level of traffic associated with a development of 650 dwellings will significantly impact on traffic and access to Cutteslowe Park, particularly when popular community events are held. It is unclear what exact level of provision is being proposed to ease such road traffic congestion. In relation to Oxford City, in September 2010 the City Council made an Air Quality Management Order declaring the whole of the City as an Air Quality Management Area (AQMA), where pollution levels of nitrogen dioxide objective will not be met. The Cutteslowe Roundabout has been identified as one of seven localised hotspots where pollution levels of nitrogen dioxide have exceeded national objectives. In light of this, it is considered that the significant increase in road traffic, inevitably associated with a cumulative increase of 1,180 new homes, in the local area (Draft Policies PR6a and Gb), alongside further significant developments already in the pipeline (Barton Park: up to 885 new homes, Northern Gateway: 500 proposed new homes and Wolvercote Papermill: 250 new homes) is highly environmentally unsustainable. Given the proportion of relatively recent planning permissions and proposed development listed above, it is considered that the 2013 traffic data used to inform the preparation of the draft Local Plan Partial Review is outdated and therefore invalid. It should also be noted that most of the traffic infrastructure improvements are unfunded and inadequate. All approaches to Oxford including the A4165 are subject to regular and severe congestion which further exacerbates air quality issues. Concern is raised regarding the potential conflict between the proposed development on site and the Grade II* listed St Frideswide Farmhouse. Any development of this site will cause substantial harm to the setting of The Manor given its important relationship to its rural landscape setting. The level of proposed housing provision on 'land east of Oxford Road' is questionable considering that Oxford City is currently only at the Preferred Options stage of Local Plan preparation. Therefore it is not yet known exactly how much land is available for housing development within Oxford City. It is concerning that Oxford City Council's strategy appears to be encouraging further employment growth within the City as this reduces available land with potential for residential development whilst, at the same time, creating additional demand for new homes. This was a shared concern, raised by many, during Oxford City Council's First Steps Consultation and is likely to have been raised again during the recent Preferred Options Consultation. Whilst it is appreciated that Oxford City is an appropriate location for new employment development within the County, it is felt that Oxford City should be prioritising land for housing at this current time. For example, Oxford City could well allocate more housing on the proposed Northern Gateway development by reducing the proportion of land currently allocated for employment use. It is considered that the allocation of housing within Cherwell to meet Oxford City's housing needs is premature and should be delayed until Oxford City has made further progress with its own Local Plan. It is considered that proposed development at 'land east of Oxford Road' is not justified as allocating new homes ahead of further preparation of Oxford City's Local Plan is premature and therefore not the most appropriate strategy. In the same respect, it is not considered effective as the proposals at this time are not based on effective joint working and cross-boundary strategic priorities. The proposal is not considered to be consistent with national policy as it has not fully taken into account the detrimental effect that removing such extensive land from the Green Belt will have. The proposal therefore fails to meet the tests of soundness as defined within paragraph 182 of the NPPF."

Changes Sought

Reasons for Participation

We respectfully request that this Local Plan be rejected. Cherwell District Council should re-start the process once Oxford City's housing need has been properly examined and when Cherwell does this it should have due regard for the importance and functions of the Green Belt.

We respectfully request that the Planning Inspector visits Cutteslowe Park and walks from the footpath in the Bottom Field, over the footpaths / bridleways to the Oxford Road past Water Eaton Manor and past St Frideswide Farmhouse.

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|-------|--------|--|---|---|---|---|
| PR-C-1382 | 10/10/2017 | Peter | Watson | | Y | N | N | Y |
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4473

Comments

Consider the proposed plan to be uncompliant and unsound. Object strongly as this would conflict with two principal objectives of the GB in checking the unrestricted sprawl of large built-up areas and preventing neighbouring towns from merging. It is not sound and not justified as it is not the most appropriate strategy when considered against reasonable alternatives and is not consistent with national policy. Conflicts flagrantly with two principle objectives of the GB.

Changes Sought

Not changes in words but a matter of retaining the area in the GB and finding alternative sites for development to the north, between the A4260 and the A44. e.g. accessible to the proposed station.

Reasons for Participation

Consider that the views of Gosford & Water Eaton and Kidlington have not been sufficiently heard during the preparation of these proposals. Have lived in the area for over 30 years and local councillors have previously been keen to preserve Kidlington gap while Oxford City wished to expand into the areas covered by PR6a and PR6b. Local councillors have not been well represented on the relevant reviewing bodies.

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|------------------|------------|------|--------|--------------------|--|--|--|---|
| PR-C-1396 | 09/10/2017 | Paul | Walker | Oxford Bus Company | | | | Y |
|------------------|------------|------|--------|--------------------|--|--|--|---|

5162

Comments

SUPPORT the Policy with AMENDMENTS. The Brief should clearly set out how the plan proposals relate to the strategic bus network and how this will evolve, what the trigger points to deliver this shall be and give clarity to developers on the costs of developing in these locations. The risk of not doing this is one of a hap-hazard development pattern of sites coming forward which cannot be served by high quality public transport though lack of forward planning, lack certainty for developers and a poorly thought out network connecting major nodes. We therefore support the Policy PR6a 10© and PR6b 8© which both state the need for the development to enable connection to Oxford Parkway & Water Eaton P&R site and to existing or potential public transport services. However the policy needs to explicitly highlight that the development brief will need to contain costed proposals for bus services improvements. The size of the strategic allocation also makes it unlikely that it will support key local facilities, such as a substantial district centre. The result is that, to a very great extent, any bus route created to serve this site would have to rely only on the new demand generated by the development itself. Therefore there needs to be mention within the policy of the need to “kick start” bus services for a number of years promoting alternative transport to the car until the development is built out and bus services commercially viable. This viability may come from diversion into the site of existing services and as such we consider that any extension and/or diversion of the 500 park and ride service provide this role. Not least that such a connection would better enable occupiers if these developments were to access not only Oxford city centre but also Oxford Parkway Station which will better enable modal shift, keeping park and ride spaces free for longer distance travellers and providing a direct link to the station which will be more attractive to potential occupiers. Whilst supporting the notion of policy PR6a 7 in terms of a green infrastructure corridor for pedestrians and cyclists we would also contend that to improve journey time reliability & speedier connections, modal shift and operational viability that this link also be for bus use to provide a suitable piece of bus priority consistent with the emerging plan for the A44/A4415 corridor and the Oxford Transport Strategy.

Changes Sought

Like to see the policy strengthened to highlight the need to connect inter urban bus route networks between settlements that reflect the OCC strategic bus network in a phased manner than can allow new developments to be accessible by modes other than the car with appropriate S106 commitments to enable these developments to be sustainable in a manner that is clear to developers promoting sites. Additionally we would therefore suggest that PR6a 7 be amended to include bus provision along the green infrastructure corridor.

Reasons for Participation

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | N |
|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|

5330

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in PR6a is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|

5383

Comments

The CDC Local Plan Part 1 and the NPPF (Para 34) support a strategy whereby growth should be directed towards the most sustainable locations, encouraging travel by non-car modes. The County Council's Oxford Transport Strategy is also clear in its objectives for achieving a meaningful modal shift for those travelling into Oxford City away from the private car and towards public transport. In this context, the justification for the Council's approach in pursuing growth at sites such as PR7, PR8, PR9 and PR10 which propose concentrated levels of development (circa 3,220 dwellings) is unclear. The development as proposed is concentrated along the already very congested A44 corridor and around Kidlington which is a known congestion hotspot. While some development in this area may be appropriate, the concentration of sites will lead to significant issues of congestion given that the sustainable modes being pursued (with the exception of cycling) are all road based Park & Ride, Bus and RTP routes. The Sustainability Appraisal (June 2017) recognises that new development around the Kidlington area 'may increase congestion but the Local Plan Part 1 Partial Review allocates new housing sites that encourage the use of sustainable transport and are allocated following consideration of their impacts on transport patterns through the SA'. Notwithstanding assessment of the proposed allocations through the SA, the impact of congestion has not been sufficiently weighed in the balance when considering reasonable alternative sites and a broader distribution across the District. For example, locating development on the rail network at locations such as Islip would assist in removing some traffic movement from the road entirely. It's recognised that there is the potential for a new railway station at Yarnton, but this is a long term strategy with no immediate proposals for delivery. CDC does not consider this necessary infrastructure to support the proposals and simply consider it a potential future benefit. Therefore, all focus for this plan period under this strategy will be on the road, contrary to the conclusions of the Sustainability Appraisal and to which our client objects. Overall, the various transport evidence base documents prepared to date have not robustly assessed the opportunities to improve rail usage despite current work being undertaken to develop the East-West rail link. East-West rail Phase 1 works saw an upgrade of Islip station which is on the new Oxford – London Marylebone line. The Western Section of East-West Rail will also see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s. Despite this significant rail investment, no development is proposed within Islip which is just a 3 minute train ride from Oxford Parkway, 7 minutes from Bicester, 11 minutes from Oxford and under an hour to London Marylebone. Our client is of the view that Policy PR4a (and by association policies PR6-PR10) focuses too strongly on improvements to and mitigations for the highway network rather than considering options for removing traffic from the road network and towards more sustainable modes such as rail. The proposed locations for the additional housing are known areas of congestion and the transport proposals do not go far enough to solve the existing issues, with the proposed levels of development in this location likely to compound matters further. Our client objects to these policies which will lead to increased levels of congestion and the strategy will not achieve a step change in modal split. Soundness - The evidence base prepared to support Policy PR4a (and by association policies PR6-PR10) is not sufficiently robust to justify the approach to allocate this level of housing in an area of existing traffic congestion without an effective strategy to achieve a step change in modal split. The Council needs to justify its approach for focusing so much of the new development in one area which is already known to suffer issues relating to road congestion. Rail has not been considered as a reasonable alternative within the evidence base documents and consequently the draft plan is not justified. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area. The Plan is not consistent with national Policy as the proposed development is not located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Changes Sought

The evidence base has failed to sufficiently consider investment in rail / exploitation of existing rail assets despite recent investment in the East-West Rail project. A thorough exploration of the reasonable alternatives is required. More detailed consideration needs to be given to the potential for locating new development at Islip within proximity to the existing railway station. This location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR4a

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|------------------|------------|-----------|-------|-------------------------------------------------------------------------|---|--|---|---|
| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | N | | N | Y |
|------------------|------------|-----------|-------|-------------------------------------------------------------------------|---|--|---|---|

5361

Comments

This site would perform as urban extensions to Oxford, physically linked to existing communities. Development of these sites would significantly narrow the important open countryside gap between Oxford and Kidlington, effectively creating the perception that Kidlington was not a separate village community, but a suburb of Oxford. The combination of both sites, either side of the Oxford Road, currently provides a valued area of unlit open green space, and a distinct break in development between the City and surrounding villages, along a major entrance corridor to Oxford. Evidence does not demonstrate that exceptional circumstances exist to justify a release from the Green Belt, where background studies confirm that both sites are of high importance to the integrity and function of the Green Belt. (See 2015 and 2017 Green Belt Studies) Development on either or both sites would aggravate existing local congestion and air quality issues, and adversely impact on movement between Oxford and Kidlington. The open character of the agricultural land east of Oxford Road forms part of the wider landscape which provides an important setting on the approach to Oxford. The landscape of the Golf Course is manmade, but long established, with significant tree belts and groups. It is unlikely to be able to preserve these features unless development is restricted to a low density and larger dwellings. As a result, there would be an inefficient use of an important large area, and potential viability difficulties in accommodating 50% affordable housing. The net benefits do not outweigh the substantial harm to local character. The Golf Course is also a local recreation facility, and KPC consider that its loss is unlikely to be offset by a new Golf Course on a significantly smaller site at Frieze Farm. Development on this site conflicts not only with NPPG Green Belt Policy, but also with paragraph 74 of the NPPG, which seeks to prevent the loss of recreation facilities. Indeed, site owners/promoters have recently made a presentation proposing 600 houses on the Frieze Farm site, and have no apparent intention of creating a new Golf Course. (See representations on Policy PR6c). In summary - Retain Green Belt Policy on all the above sites, and do not allocate for development."

Changes Sought

Retain Green Belt Policy on all the above sites, and do not allocate for development.

Reasons for Participation

"KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report."

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
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5306

Comments

While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha. Whereas the allocation is for 66ha, over 50% larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential development are significantly too large. Given the desirability of this land to developers, there is a clear risk that permission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell's own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan."

Changes Sought

All allocations should be withdrawn because they are premature (need not yet established) and because alternatives to Green Belt development exist. However if some or all of the allocations are confirmed (which we completely oppose) then the plan should be amended to ensure that no more than the specified numbers of houses will be permitted (e.g. by reducing site areas or other stipulations).

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
| 5305 | <p>Comments</p> <p>"Object to the allocations in Policies PR6a, 6b,7a,7b,8 and 9 for the reasons given in our objection to release of Green Belt land (seeobjection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council. We also explicitly support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons. Policy 10 : Woodstock Allocation. In the case of Policy 10, the site is on the edge of the Green Belt, and would impact on its openness. It would also be an excessive and disproportionate extension to the small historic town of Woodstock particularly when considered in addition to the adjacent site provisionally allocated in the draft West Oxfordshire Local Plan (currently under examination) for 300 houses. Due to wide-spread concerns raised at the hearings, the Inspector has asked West Oxfordshire District Council to conduct a heritage impact assessment of this site given its proximity to a World Heritage site. Cherwell should have conducted a similar assessment, taking into account the cumulative impact of the proposed development. Woodstock town is not within the Cherwell boundary but nevertheless, Cherwell has a duty to seek to protect historic Woodstock from inappropriate development and we consider it is not reasonable or sustainable to locate 410 extra houses in this area to meet Oxford's unmet housing needs."</p> <p>Changes Sought</p> <p>All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist.</p> <p>Reasons for Participation</p> <p>We (Kidlington Development Watch – KDW) consider this is necessary because of:our extensive involvement with the consultations at all stages of the Cherwell LocalPlan to date; the considerable work we have undertaken to publicise the consultationourselves; of the feedback we have received from Kidlington residents; and, the largenumbers of them who have responded as a result of our efforts.KDW is a voluntary organisation run by Kidlington residents with experience andinterest in planning issues. We believe that effective, informed public participation inplanning consultations is vital to democratic policy making. We publiciseconsultations that directly affect Kidlington and offer advice on how people can bestmake their views known. In relation to this and the previous options consultation weprinted and distributed leaflets, put up posters, ran a stall on many Saturday marketsand at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlingtonresidents.As a result, we have gained a very good understanding of the views of Kidlingtonresidents, a large number of whom have made representations because of ouractivities. KDW's representations therefore reflect the views of much of the Kidlingtoncommunity."</p> | | | | | | | |
| PR-C-1403 | 10/10/2017 | Vicky | Aston | Sport England | Y | Y | N | Y |
| 5185 | <p>Comments</p> <p>An existing golf course is located within policy allocation PR6a - Land East of Oxford Road. Sport England welcomes the Council's identification of a replacement site within the policy on 'Land at Frieze Farm'. This will replace the facility lost, in accordance with paragraph 74 of the NPPF.</p> <p>Changes Sought</p> <p>If it is proposed not to replace the golf course, the Council should commission an independent assessment of the need for golf in the District (together with Oxford City).</p> <p>Reasons for Participation</p> <p>To discuss the matter with the Council and the Planning Inspector if the golf course is proposed to be lost.</p> | | | | | | | |
| PR-C-1403 | 10/10/2017 | Vicky | Aston | Sport England | Y | Y | N | |
| 5184 | <p>Comments</p> <p>Sport England welcomes the Council's references throughout the document and policies requiring developers to include open space, outdoor sport and recreation. However, Sport England is concerned that the Council has yet to publish its evidence base in relation to playing fields and outdoor sports provision and built sports facilities. The Council will need to ensure that all of the new development contributes towards indoor and outdoor sports facilities in the District. The Council's evidence base will help frame this work. Sport England also recommends that the Council includes a requirement for applicants to include a statement demonstrating how their development has met the 10 principles included in Sport England's Active Design document. See Section 3 of the document 'how to use Active Design' and the proposed change.</p> <p>Changes Sought</p> <p>Sport England recommends that the Council consult Sport England at the earliest opportunity on the preparation of the Playing Pitch Strategy. Sport England suggest the following text could be included in the policies to support Active Design: PR5 (10) Provide evidence of how the development has improved the health and well being of new residents by demonstrating how the proposals will meet the 10 Active Design Principles set out in Sport England's guidance document 'Active Design' https://www.sportengland.org/facilitiesplanning/active-design/</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
| 5366 | <p>Comments</p> <p>If the aim is to provide 1,180 houses in the area south of Kidlington, the least damaging locations would be at Stratfield Farm (site 49) and south of Gosford (sites 178, and HELAA 243 incidentally, a new site not identified at the Issues and Options stage). The two assessed sites have existing small allocations, but the theoretical capacity is far higher. The Initial Sustainability Appraisal (which excluded site 243) set these at 523 and 1,388 respectively. Allowing 3.2 hectares for a new primary school, probably best sited at the Gosford sites, and the 0.7 hectares identified for a cemetery extension in the Submission draft PR7a no. 3, the total net combined land available would be 34.26 + approximately 5 hectares of previously unidentified site HELAA 243. Adding in the existing allocation of 220 + 120, the total number of dwellings required to replace those not developed south of Oxford Parkway becomes 1,520. This represents an overall net density of 38.7 dph (1,520/39.26), which is lower than the 40 dph proposed in the submission draft in PR6a, less than the 45 dph proposed in Policy PR8 and less wasteful of Green Belt land than the 25 dph proposed in policy PR6b, or, to put the figures in greater perspective, withdrawing 60 hectares of land from Green Belt protection (Policy 6A, 6B) contributes 1,180 houses at a net density of just under 20dph. Detailed comments are provided in relation to the selection of alternative sites PR178 and PR49 and the Kidlington Masterplan.</p> <p>Changes Sought</p> <p>PR3, 6a, 6b - Delete references to PR6a and 6b in PR3. Rewrite all references to sites in Kidlington gap, deleting allocations, setting out playing field allocation in land east of A4165. Allow mixed use on land identified within Policy 3c playing fields, residential allocation of 140 written as a new policy. PR7 a and PR7b - Increase allocation to 1,520 between these sites. Retain a small buffer area to the west of Stratfield Farm. Remove reference to playing fields. PR12a - Rewrite to avoid incentive for future allocations beyond those allocated in the plan, or delete.</p> <p>Reasons for Participation</p> <p>Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.</p> | | | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
| 5375 | Comments | | Not consistent with national policy. The allocations in Policies PR3, PR6A, PA6B, PR8, and PR12a by virtue of their location, scale, and likelihood to lead to future harm to the Green Belt, fail to demonstrate the 'very special circumstances' required to offset the protection against inappropriate development in the Green Belt, and the coalescence of settlements. | | | | | |
| | Changes Sought | | Reasons for Participation | | | | | |
| | | | Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented. | | | | | |
| PR-C-1406 | 08/10/2017 | Dr. Alan and Mrs Catherine | Dobson | | | | | N |
| 4512 | Comments | | Objection: - Proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National Planning Policy Framework. - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | |
| | Changes Sought | | Reasons for Participation | | | | | |
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
| 5605 | Comments | | Object to PR6a & PR6b, where exceptional circumstances have not been demonstrated . The dominance of residential shown on the Policies Map is a massive lost opportunity for higher order uses, notably University-related and for inward investment, uses best suited to take full advantage of a location next to Oxford Parkway Station. Housing here is very likely to increase commuting to London. There is no long term defensible Green Belt boundary. | | | | | |
| | Changes Sought | | Reasons for Participation | | | | | |
| | The proposals for housing development at Water Eaton and Begbroke (PR6 & PR8) either need to be deleted as unsound or modified to include 'safeguarded land' for the University or major inward investors, typically 25 to 50 hectares (based on our Arlington experience, for example in relation to the former Regional Investment Sites in the West Midlands RSS). This will have an impact on the housing capacity of these sites. | | We confirm that we wish to attend the examination in public. | | | | | |
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
| 5345 | Comments | | Object to PR6a & PR6b, where exceptional circumstances have not been demonstrated . The dominance of residential shown on the Policies Map is a massive lost opportunity for higher order uses, notably University-related and for inward investment, uses best suited to take full advantage of a location next to Oxford Parkway Station. Housing here is very likely to increase commuting to London. There is no long term defensible Green Belt boundary. | | | | | |
| | Changes Sought | | Reasons for Participation | | | | | |
| | The proposals for housing development at Water Eaton and Begbroke (PR6 & PR8) either need to be deleted as unsound or modified to include 'safeguarded land' for the University or major inward investors, typically 25 to 50 hectares (based on our Arlington experience, for example in relation to the former Regional Investment Sites in the West Midlands RSS). This will have an impact on the housing capacity of these sites. | | We confirm that we wish to attend the examination in public. | | | | | |
| PR-C-1418 | 10/10/2017 | Glenda | Abramson | | | | | N |
| 5090 | Comments | | Is opposed to the proposed Green Belt allocations mainly because CDC has not proved the exceptional circumstances required to build on a GB, nor has it proved Oxford's "unmet need". Use of the GB for development should be the last resort, if at all. The impact of this proposed "sprawl" on the environment would be massive, with extra cars on roads that are unable to sustain what already exists. This is true also of the existing infrastructure as a whole. | | | | | |
| | Changes Sought | | Reasons for Participation | | | | | |
| PR-C-1423 | 10/10/2017 | Dr. Judith | Webb | | | | | |
| 4328 | Comments | | Land East of Oxford Road. Developing this farmland would be the final nail in the coffin of the 'Kidlington Gap' of GB which separates the city from Kidlington. Strong objection to it. Maintain the GB here. the likelihood is that the nearness to Oxford Parkway Station will mean that developers will want to build large expensive houses which will go to commuters to London from the station or will be bought by landlords for renting out at high price. There will be nowhere near the 50% truly affordable housing that should have been built there. People desperate for housing in Oxford city will not be helped by development of PR6a. How can any Planning Policies prevent this? Green land and food production area will be lost at massive profits to developers. I note a red line around 'parkland and retained agricultural land' to the east of PR6a. I consider this land should never be developed, however hard developers push for it, years down the line. | | | | | |
| | Changes Sought | | Reasons for Participation | | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-1425 | 10/10/2017 | Katherine | Chetwynd | | | | | N |
| 4330 | Comments | | | | | | | |
| I have family living at Lucerne Rd, Oxford and know the area well. 650 new homes on this site, together with the 550 homes suggested for PR6b, would place an intolerable strain on the Banbury Road roundabout and route into the city of Oxford. Therefore no building should commence until after a full rapid transit system has been provided. Full recognition should be made of the importance of agricultural land in feeding an expanding population in an uncertain world. Farms in the vicinity of PR6a should be disrupted as little as possible. Cutteslowe Park should not be extended as proposed, and the land should be retained as agriculture. I note that sports, play areas, and allotments are to be provided within the new housing areas. The setting of the Grade 2* St Frideswides Farm is insufficiently respected and the Green Belt land between the Banbury Road, the railway line and the River Cherwell is a particularly loved and special area, given its open countryside feel right next to the City and its historic nature and 'land that time forgot' feel, and the exceptional nature of Water Eaton. Damage to this area would be desecration. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1427 | 10/10/2017 | Christopher | Villiers | | | | | |
| 4554 | Comments | | | | | | | |
| Almost all the new houses are planned to be built in Oxford's GB. Particular concern with the 1,180 houses envisaged for the land between Cutteslowe Park and Banbury Road and the North Oxford Golf course. Your own Local Plan states in connection with Oxford's GB that it "was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area." It is clear that filling the gap between Oxford and Kidlington breaches all three reasons given above for having a GB. It would be not only an obvious 'urban sprawl' but it would fly in the face of one of the purposes of all GBs - i.e. to prevent the coalescing of existing settlements (Oxford and Kidlington). GBs are a permanent designation and thus are not the same as other green field land. Oxford is lucky to have one: many other cities of its size have no such designation of the land surrounding them and are thus subject to relatively unrestricted outward expansion. Unlike other green field sites, GB land can be built on only under exceptional circumstances. Various grounds claim this is a case where such 'exceptional circumstances' exist. In particular I quote Exceptional Circumstance 2: "Clear inability of Oxford to meet its (housing) needs." Even if one accepts that Cherwell has a 'duty to co-operate', this argument a) is incorrect and b) has been overtaken by events. It is incorrect in that Oxford City Council, whilst stating it has a housing shortage, is using some of its available land to create further employment opportunities rather than for new housing. This not only removes land which otherwise could be used for housing, but makes the situation worse in that more demand for housing (and other infrastructure) is created by those who will take the new jobs. The event which now renders this whole review at the very least questionable is the emergence of new methodology to determine the county's 'unmet need' for housing. The demand for new housing for the whole county has been reduced by 30%, while Oxford City's need has been slashed by 50%. These new figures, while still high, are a lot more realistic than the previous ones which seemed to have been developer led. It means that the City need no longer rely on the District Councils to meet its housing needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1427 | 10/10/2017 | Christopher | Villiers | | | | | |
| 4555 | Comments | | | | | | | |
| Disagrees with proposals for building on land next to Cutteslowe Park: 1. Proposals based on a consultants' report which suggests that the Park is little used. The Park has always been well used and has become even busier than before over the last few years. A new splash feature and beach volleyball court have been added; the international phenomenon of Parkrun has really taken off in Cutteslowe Park. Both the summer/winter courses take runners very near the proposed new housing: what is now a pleasant rural run would be ruined, and the air quality adversely affected too, with developments along the edge of the Park. The Park has become so popular that a new carpark has just been added alongside the A40. 2. The great joy of the Park is that it adjoins open, unspoilt land. There is easy access to open countryside, in particular to and around the village of Water Eaton. The proposal to build houses between the Park and Oxford Parkway Station would completely destroy this rural quality. Oxford City Council initially argued that development in area PR6a is necessary in their attempt to solve its housing shortages, but (as has been widely reported) they now admit that houses in this particular area will just be snapped up by London commuters doing nothing to alleviate any local housing shortage. This admission alone is enough to defeat any proposed development anywhere near Oxford Parkway as any such development would do nothing to meet Oxford's alleged unmet housing need. Opposes Cherwell's plans as put forward in the partial review and agree with our local MP that it is time for a total rethink. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4574 | Comments | | | | | | | |
| Supports & welcomes the proposals to deliver 1180 homes on sites PR6a and PR6b in North Oxford. The City Council supports the analysis that the area south of the A34 is perceptually part of the city of Oxford & that the recent developments at Oxford Parkway Station & Water Eaton Park & Ride reinforce this impression. We consider that this area links more clearly & effectively as part of the urban area to the south than to the rural area beyond. In sustainability terms, the area benefits from being adjacent to existing communities, frequent public transport links into the city, local facilities & services provided in Cutteslowe, Summertown & beyond, & proximity to the planned employment opportunities at Northern Gateway. Improving these existing links & facilities to support residents of the new housing is an efficient and effective way to secure their delivery. Refers to the importance of design considerations in the context and policy guidance of both Cherwell & Oxford and that these sites are approached in terms of forming an urban extension to the city integrated to neighbouring communities and infrastructure. Refers to maximizing opportunities for new residents to access jobs and facilities in Oxford by sustainable travel modes. Keen to ensure that a strong contemporary urban feel is delivered. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Oxford CC notes that on the maps to accompany policies PR6a,b & c (pages 89, 95 & 100) that a small area within the Oxford CC's administrative area is identified as a BAP habitat. We consider that this notation is not necessary as it is the only notation in the city's area & would simply ask that the maps are amended to remove this for consistency. | | | | | | | | |
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4580 | Comments | | | | | | | |
| Supports PR6a and although considers the proposed density to be a lower average density than can be seen in much of the city considers that it is important to take into account local context; welcomes the opportunity to be involved in the production of the development brief & in exploring the appropriate density & design for the site. The policy also makes provision for a 3-form entry primary school & a local centre which would offer a range of facilities to support the new residents & offer additional benefits to existing residents in the area. Supports the approach of linking new public open space on this site to the existing provision at Cutteslowe Park. The creation of a green infrastructure corridor is supported; this would provide a range of sustainability benefits, including opportunities for pedestrian & cycle links to local transport hubs, the Northern Gateway strategic development area, & the wider cycle/footpath network. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|-----------|---------|---------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1437 | 10/10/2017 | Cllr Paul | Buckley | Councillor for Wolvercote and Summertown Division of Oxfordshire County Council | Y | N | N | Y |
| 4586 | Comments | | | | | | | |

PR3 proposes removing large areas of land from the GB in order to provide housing. It is clear Nation Policy that this can only be justified in the most exceptional of circumstances. The Partial Review & its accompanying documents do not provide convincing justification. The issues at stake vary a little between the different GB sites threatened. The Reps focuses on land covered by PR6a & PR6b, since they impact most especially on my constituents as County Councillor. Describes the location of PR6a and its relationship to the countryside and its surroundings including site's visibility and its part in defining the character of the area. Refers to this part of the Oxford GB having served its purposes extremely well over the years; safeguarding the open countryside, preventing Oxford sprawling north & swallowing up Kidlington, & preserving the historic character of Oxford as a discrete city. Notes that removing land from the GB will undo this and result on a classic example of urban sprawl. This would be in clear breach of NP, & unacceptable to the community I represent, that borders the land concerned. Implementing PR6a in its present form will be to disregard the NPPF intention that, when drawing up a Local Plan 'authorities should consider GB boundaries having regard to their intended permanence in the long term'. Similar considerations apply to the land covered by PR6b. Describes the site's amenity role for over 100 years. Considers that its use for house building would be considered a tragedy by local residents. Oxford & Kidlington would have been merged, contrary to the aims of the GB, & again in conflict with NP. No doubt PR3 is based on judgements made in the LUC GB Study about the relative amounts of damage to the purposes of the GB. But these judgements are mostly subjective. Notes that the LUC study grossly under-estimates the damage to be caused to the character of the N Oxford/Kidlington gap by implementing PR6a & PR6b, especially the de-facto merging of Oxford & Kidlington that would result. Refers to LP1 PR para 5.17 points 1 and 3 as weak arguments. Does not dispute the exceptional need for more housing, especially affordable housing, to meet Oxford's needs but for reasons highlighted in comments on PR 1(a) & PR2, Cherwell District & the PR6a and PR6b sites in particular, are not effective, sustainable locations for providing this housing. Therefore the 'exceptional need' justification is spurious in this context, & the sustainability justification does not bear scrutiny.

Changes Sought

Policy PR3 must be re-considered, and changed at least to remove reference to the land covered by PR6a and PR6b. If it really proves impossible to negotiate a substantial reduction in the figure of 4400 homes to be provided by CDC, then CDC should remove the need to use Green Belt land, by proposing brownfield land instead (available at the Shipton on Cherwell quarry), in order to be consistent with national policy.

Reasons for Participation

Because the need to change Policy PR3 needs to be emphasised.

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|------------------|------------|------|-------|--------------------------------|--|--|---|---|
| PR-C-1446 | 10/10/2017 | Mary | Brown | Wolvercote Commoners Committee | | | N | Y |
| 4610 | Comments | | | | | | | |

There should be no building on the Green Belt. This is against national policy as outlined by the NPPF. There are no exceptional circumstances to justify building on the Green belt in this area. The Plan is therefore considered to be unsound. Wolvercote Commoners' Committee (WCC), which is an elected body representing the residents of the parish of Wolvercote, are concerned about the likely effects of this development on Wolvercote Common, Wolvercote Green and Goose Green. These are nationally important areas of Common Land which lie very close to the areas just north of Oxford which are currently part of Cherwell District's plans. The WCC has seen the Habitat Regulations Assessment Screening Report dated June 2017, which considers the possible significant effects of the Local Plan Review development on the habitat of the Oxford Meadows SAC. This includes Wolvercote Common and Wolvercote Green, both of which have been actively managed by the Wolvercote Commoners' Committee since 1929. The HRA Screening Report concludes that the Partial Review of the Local Plan "will not lead to likely significant effects, either alone or in combination, on the qualifying features of the Oxford Meadows SAC". It is the view of the WCC that this is incorrect, as it is based on assumptions which may well be incorrect. The key concerns of the WCC are set out below. The Report asserts that air pollution will not increase, and yet the Appendix B traffic data show an increase in average daily flow on Godstow Road (which runs adjacent to both Wolvercote Common and Wolvercote Green) from 4,791 in 2013 to 7,261 in 2031 with 'transport improvement package 2 and Super Cycle route in place'. This represents an increase in daily traffic in close proximity to the Oxford Meadows of 51.5%. Wolvercote is covered by the city-wide Air Quality Management Area (AQMA) due to the air quality objectives for nitrogen dioxide being exceeded in areas dominated by traffic. This increase is calculated without the effects of forecast traffic increases on the A34 and A40, which together will have increased from an AADT of 103,218 in 2013 to 120,252 in 2031 with the same "improvement package." This represents growth in traffic of 16.5%. It is hard to see that an increase in traffic on this scale will not result in an increase in pollution which would affect the Meadows SAC. The HRA Screening Report's conclusion is based on the assumption that the County's Transport Plan will be implemented in full. There is no guarantee that this will be implemented in full until after the new housing is built, due to current funding issues for local authorities. There are many assumptions in the Report about the likelihood of any effects on the Oxford Meadows SAC as a result of other planned projects in the area in combination with the housing developments proposed in the Cherwell Local Plan Review. This applies not just to air pollution, but to the effect on water levels and water quality, which are also vital to the continued health of the SAC. All of the HRA reports for other developments in the area apparently came to the conclusion that there would be no effect on the SAC as a result of that specific development. The most important local planned new development in the area is the Northern Gateway, which will lie very close to the southern end of the Cherwell plans. The likely effects of this development on traffic, and therefore air pollution, as well as possible effects on water quality on Oxford Meadows are apparently not likely to be any significant effects. (Table 5.1). This is all based on what developers are going to be asked to do – to take appropriate measures to protect the Oxford Meadows SAC. No-one knows what will happen in reality, so it would seem much more sensible to place new developments further away from internationally-recognised and protected areas. Cherwell District Council should not build on the Green Belt, nor in this close proximity to north Oxford."

Changes Sought

Reasons for Participation

The WCC represents people living in Wolvercote who are likely to be affected by this development. It is the responsibility of the Committee to safeguard the Commons in Wolvercote from any damage caused by building nearby.

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|------------------|------------|-------------|---------|--------------------------------|--|--|---|---|
| PR-C-1447 | 10/10/2017 | Christopher | Hardman | Wolvercote Neighbourhood Forum | | | N | Y |
| 5191 | Comments | | | | | | | |

"This policy is not positively prepared, as it relies on an entirely incorrect assessment of the problems that will result from building on these areas of north Oxford. The increased traffic, congestion and pollution caused by building next to major roads has already been mentioned in the comments on PR4a. The residential areas proposed are on Green Belt land, and all the comments made previously about Policy PR3 apply. Building on the Green Belt is not sustainable. Development here will result in a high risk of harm to the Green Belt, according to the LUC Cherwell Green Belt Study (April 2017). To prevent the coalescence of Oxford and Kidlington these sites should not be developed. One of the purposes of the Green Belt is to prevent the coalescence of settlements. Development will harm the existing views of open countryside from Cutteslowe Park. If the North Oxford Golf Course is to be relocated it will take some years to develop a similar mature natural environment. In the meantime the proposed relocation will remove a recreational facility also valued for its contribution to biodiversity. There are other possible sites that have not been given sufficient consideration. This plan is also not justified because it is likely to fail to provide for the unmet housing need. The proximity to the station makes it far more likely that unaffordable expensive homes will be built for the benefit of commuters to London. The policy is not effective, as it is unlikely that development would result in a net biodiversity gain (as required under PR6a clause 11) because green belt land would be destroyed by development. The policy is not consistent with national Policy, as it proposes to build on Green Belt, when NPPF outlaws the use of such land to meet unmet housing need when this is accurately determined.

Changes Sought

Reasons for Participation

Wolvercote Neighbourhood Forum would wish to be represented at the examination because we represent a large number of local people who will be affected by any development in Cherwell near to the northern boundary of the city.

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|------------|--------|--|---|---|---|---|
| PR-C-1452 | 10/10/2017 | Clr Emilie | Walton | | N | N | N | Y |
|------------------|------------|------------|--------|--|---|---|---|---|

5195

Comments

PR6a, PR6b, PR6c and PR7a: These sites are all within one Parish – the Parish of Gosford and Water Eaton. Not once in any of the planning documentation does it mention these sites being within the Parish of Gosford and Water Eaton. It has been referred to as Land East or West of Oxford Road, North Oxford or South East of Kidlington. To be clear, all are within the Parish of Gosford and Water Eaton. We have an identity, we have a community and we deserve to be appropriately recognised! 4400 Homes in the Cherwell District: Of this 4400 figure 1410 is allocated in Gosford and Water Eaton Parish and represents 32% of the total. There are currently 676 dwellings within the Parish so these proposals for 1410 dwellings will lead to a 208% increase in number of houses in the Parish. This is a substantial figure which in my view needs to be fully tested in terms of its impact on the Parish and its residents. I believe that the figure is inappropriate given the impact on existing communities, the environment and transport infrastructure. Was this figure influenced by the growth of the University of Oxford? If so, Brexit has already seen a downturn in EU research funding and thus a decline in the level of recruitment. Also the University has called for voluntary redundancies for centrally employed staff so employment growth is not set to grow any further (They are the largest employer in the County). An independent review should be undertaken to reassess the original housing figures.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|-------|--------------------------------------|---|---|---|---|
| PR-C-1456 | 10/10/2017 | Nicky | Brock | Carter Jonas on behalf of Mr M Smith | Y | N | N | Y |
|------------------|------------|-------|-------|--------------------------------------|---|---|---|---|

4620

Comments

Act of behalf of Mr M Smith, the owner of land east of Water Eaton Park & Ride, Oxford Road, who is promoting the site as an additional housing allocation. The subject site has previously been promoted through the Cherwell Local Plan Part 1 Partial Review. The subject site adjoins the proposed allocation at land east of Oxford Road (draft Policy PR6a), the red line of PR6a adjoins the subject site in the north east corner (Map attached).

The site is currently not allocated for any other use and Mr Smith would like the site to be considered for residential development in the form of a logical extension to the allocated site at Policy PR6a. If the site is not seen as a suitable housing site then other uses compatible with its location adjacent to a transport hub such as a commercial use in the form of a hotel should be considered. In any event the site should be removed from the green belt to enable the site to be developed in the future for any one of the uses referred to above.

Refers to Paragraph 8.60 of the LP1 PR noting this paragraph suggests that it would be more sustainable to deliver new homes within the villages than other parts of the District, or even the County as a whole. Given that the need arises in Oxford, and is a city with a wide range of services and facilities, it is considered that the areas has the capacity to deliver more new homes than currently proposed within the Partial Review Local Plan.

Development on land east of Water Eaton P&R and the Oxford Parkway Station would further help meet Oxford's unmet housing need due to the site's close proximity and accessibility to the City.

In summary, we are concerned that the Council has not undertaken a robust assessment of the options for accommodating Oxford City's unmet housing need within North Oxford area. It is not considered that the draft Local Plan Partial Review is justified as the Council has failed to fully consider all reasonable alternatives/ additional options as land south of Sandy Lane is clearly a sustainable location given its relationship with land proposed to be allocated for development at Begbroke (PR8).

Changes Sought

Reasons for Participation

Amend the boundary of Land East of Oxford Road Neighbourhood Centre (Policy PR6a) so as to include the land east of the Water Eaton Park and Ride in the allocated site for residential development or a mix of residential and other uses. Remove the land east of the Water Eaton Park and Ride from the Oxford Green Belt. (Map attached)

As drafted, and in so far as it relates to land East of Oxford Road the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination.

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|------------------|------------|-------|-------|--|---|---|---|---|
| PR-C-1457 | 10/10/2017 | Barry | Orton | | N | N | N | Y |
|------------------|------------|-------|-------|--|---|---|---|---|

4621

Comments

Believes that Cherwell District Council would fight to preserve GB around Oxford to prevent the areas of PR6a, PR6b, PR8 and PR9 ever being developed. Moved to village of Yarnton to be part of a typical English village community but now appears that, if not stopped, developers will be given carte blanche to turn a crucial part of beautiful Oxfordshire countryside into yet another amalgamated housing estate. Traffic chaos will on A44 by expansion of Begbroke and Yarnton, combined with additional houses at Woodstock and ludicrous proposal to close Sandy Lane to through traffic, will have a devastating effect on the ability of residents and others to use the A44. Majority of people using A44 do not want to cycle to Oxford and the a super cycle way or bus lane would not alleviate the misery. Bitterly oppose the digging up of the historical North Oxford Golf Course (PR6b) for low density, highly priced housing aimed at London commuters – an act of vandalism to a wonderful local amenity which will not help resolve Oxford's low-cost housing shortage. It would be a tragedy for members and visitors, and local people who have access to wander through the beautiful parkland established over 110 years. Cherwell D.C. appear to offer an alternative site PR6c clearly knowing that it would not be acceptable to a golf course developer and would never be recreated. The questions around this proposal are: (a) Why does Cherwell D.C. not offer up PR6c for housing as it is only yards away from the existing club? (b) Why does the city not build its houses on the city's golf (Southfield) course – i.e. on the land it owns and which is ideally suited to higher density housing and in an area of greater need? Why doesn't the Council use its powers of compulsory purchase to acquire the under-used golf course at ST Edward's School or a number of the many under-used college sports grounds, reserved for the rich and academics? This once again shows the stranglehold the University has on Oxfordshire residents. For the reasons given above and the Representations made by the Begbroke & Yarnton Green Belt Campaign which are supported and adopted as part of my own representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for Inspection.

Changes Sought

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

| | | | | | | | | |
|------------------|------------|-------|--------|--|---|---|---|---|
| PR-C-1460 | 10/10/2017 | Chris | Robins | | Y | Y | N | Y |
|------------------|------------|-------|--------|--|---|---|---|---|

5165

Comments

"This policy extends the built-up area of Oxford City too close to the built-up area of Kidlington, leading to the effective coalescence of communities"

Changes Sought

Reasons for Participation

"Approximately 21.5 hectares of land should be allocated to outdoor sports provision as shown on attached map PR6a. In the rep. 180 dwellings should be constructed on approximately 6.2 hectares of land shown as residential on the attached map PR6a. At an approximate average net density of 40 dwellings per hectare. Land allocated to outdoor sports provision, together with the adjacent green infrastructure corridor and the extension to Cutteslowe Park should remain in the Green Belt. The adjacent site PR3d comprising the Park & Ride terminal and Oxford Parkway station should also remain in the Green Belt. In order to preserve as far as possible the appearance of this site from the A4165, the existing belt of trees along much of the western edge of the site should be retained."

"This submission raises an important issue as to whether, in the event of the removal of Green Belt land being found to be necessary, residential development could be allocated in a different manner so as to reduce detriment to the Green Belt and minimise the coalescence of communities."

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
|--------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------------|---------------------------|-------------------|---------------|-------|-------------|
| Proposed Submission Plan - Policy PR6a - Land East of Oxford Road | | | | | | | | |
| PR-C-1472 | 10/10/2017 | David | Tighe | | N | N | N | |
| 5224 | <p>Comments</p> <p>The density of proposed housing on the golf course is 25 per ha and on the land to the east of the A4165 is 40 per ha. These proposed densities on land which is adjacent to Oxford Parkway Station are not likely to lead to developers building "affordable" houses since they will simply not be viable. Particularly since developers are likely to have to pay a premium on this land because of its location. Even if "affordable" houses are built they still won't actually be affordable to most people. These houses are also unlikely to provide homes to meet Oxford City Council's alleged "unmet housing need" because many of them are likely to be purchased by London commuters due to the proximity of the station. Underfunded public services are already struggling. For example, many GPs are struggling to cope, with long waits to get an appointment to see a doctor. Also, the hospitals have huge parking issues which the Councils believe can be solved by persuading people to use public transport, which won't work if you are ill, injured or elderly. This will all lead to more pressure on parking, more traffic coming into Oxford from the north and more pressures on existing healthcare resources. If the Council were serious about avoiding destruction of the Green Belt more houses could be built in Oxford if the City Council stopped reserving spare land for commercial use. Houses could be built at higher densities and some of the houses which are supposed to satisfy Oxford's "unmet need" could be sustainably built on other sites in Cherwell District, outside the Green Belt.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1473 | 10/10/2017 | Debbie | Dance | Oxford Preservation Trust | Y | N | N | Y |
| 5221 | <p>Comments</p> <p>The proposed residential development sites PR6a & PR6b which lie in the 'The Kidlington Gap' is important to Oxford & its setting. To build on this land will destroy the northern limb of Oxford's green setting & will bring about the coalescence of Oxford with Kidlington, contrary to, arguably, the two most important purposes of the Oxford Green Belt. If land is needed close to Oxford for housing then in our view further more detailed consideration should be given to other less sensitive locations in both Green Belt terms & in terms of the special character of Oxford. In addition, we have a particular concern regarding the lack of a clear & permanent boundary to the east of PR6a. NPPF Paragraph 85 states that when defining Green Belt boundaries, Local Authorities should "define boundaries clearly using physical features that are readily recognisable and likely to be permanent". In our view, the lack of such a boundary to the east could lead to unrestricted sprawl, contrary to purpose 1 of the Green Belt. An absence of any defined & permanent boundary would also have the effect of making it more difficult to integrate new development as a part of the existing urban forms, risking its intrusion into the open countryside being accentuated. We note that steps to protect some of the extensive views from Cutteslowe Park, an area of "extra parkland" are referred to with an area of agricultural land included to the east of site PR6a, to be kept as such in permanence. However, we are concerned as to what measures will be put in place to ensure the permanence of any such safeguard. OPT also responded earlier this year to Oxford City Council's consultation on its Local Plan 2036 Preferred Options document. In that document, a number of sites on the northern edge of Oxford were identified as having the potential for residential development, notably site 107 "St Frideswide's Farm". This is immediately adjacent to site PR6a, & the two sites would have the potential to be merged & their impact should surely be judged together & not singly. We are unclear as to whether the "duty to cooperate" has been extended to a site-specific level, but would urge that this should be done in order to protect the urban edge of Oxford from the impact of such cumulative development.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | We consider that the sites allocated in policies PR6a and PR6b should be deleted. Consequential amendments to the Proposals Map would then be necessary. We also consider that CDC must make the changes necessary to remedy the failings of the plan in relation to the tests of soundness and the requirement to have regard to national planning policy. | | | | | | | |
| PR-C-1485 | 09/10/2017 | Emma | Worthington | | | | | N |
| 4658 | <p>Comments</p> <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road).• I believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1486 | 09/10/2017 | Lawrence E | Coupland | | | | | N |
| 4662 | <p>Comments</p> <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road).• I believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph. 182 of the NPPF • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1488 | 09/10/2017 | Genevieve | Coupland | | | | | N |
| 4670 | <p>Comments</p> <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road).• Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1501 | 09/10/2017 | Cherry | Brougham | | | | | N |
| 4714 | <p>Comments</p> <p>PR6a should be removed from the list of potential sites, or at the least the area allocated for housing should not extend north of the track from the A4165 to Frideswide Farm in order to maintain the 'Kidlington Gap'. PR6b should remain a golf course and PR6c, be developed for housing instead - again, this would maintain the 'Kidlington Gap'. PR6c is close to the Northern Gateway. Additional housing could be allocated to PR7a and PR7b as high density urban extensions to Kidlington. No further sites at Kidlington should be reconsidered. The area and scale of development proposed for Yarnton on site PR8 would completely change the character of the village, and threaten coalescence with Kidlington. The land take should be pulled back from the railway. If the target 4,400 dwellings cannot be met by increasing densities and additional housing on some other sites, the target should be reconsidered</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | | |
| 5138 | <p>Comments</p> <p>Incorrect consultation form used. Comments relate to proposed submission plan. PR6a should be removed from the list of potential sites, or at the least the area allocated for housing should not extend north of the track from the A4165 to Frideswide Farm in order to maintain the 'Kidlington Gap'. PR6b should remain a golf course and PR6c be developed for housing instead - again, this would maintain the 'Kidlington Gap'. PR6c is close to the Northern Gateway. Additional housing could be allocated to PR7a and PR7b as high density urban extensions to Kidlington. No further sites at Kidlington should be reconsidered. The area and scale of development proposed for Yarnton on site PR8 would completely change the character of the village, and threaten coalescence with Kidlington. The land take should be pulled back from the railway. If the target 4,400 dwellings cannot be met by increasing densities and additional housing on some other sites, the target should be reconsidered.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1508 | 09/10/2017 | Alan | Graham | | N | N | N | N | |
| 4744 | <p>Comments</p> <p>This site seem to form a natural extension to the north side of Oxford and on sustainable transport routes into Oxford City Centre, but not to other employment centres in Oxford. It also appears to be in a sustainable location for Oxford Parkway Station which would actually encourage outward commuting from housing this area and could not be considered for the latter reason as likely to address Oxford's housing needs. A further concern about the development of the Oxford Golf Club is that the proposed density of development on this site is low with only 530 dwellings proposed on the 32 hectare site, if it cannot be developed at a substantially higher density it should be considered inappropriate on those grounds alone. With an allocation of 50% affordable housing provision this element is likely to be at a much higher density, potentially 40-50 dwellings per hectare and this leaves the market housing on large plots which are likely to be very expensive properties and not addressing any specific need, other perhaps for commuters to London from Oxford Parkway station. The Plan even states that houses will be on large plots, presumably the market housing, and this is inconsistent with the prime objective of addressing Oxford's housing needs. The sites are located in one of the most vulnerable areas of the Green Belt and development on these two sites brings about a substantial erosion of the Green Belt in terms of moving towards coalescence between Oxford and Kidlington, in terms of national policy development in this area is not appropriate.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1513 | 10/10/2017 | Mark | Lowen | | | | | N | |
| 4756 | <p>Comments</p> <p>PR6a - Land East of Oxford Road, PR6b - Land to the West of Oxford Road & N Oxford golf course. NOGC is a well established & heavily used course. It is an attraction to the area & a valuable resource. It is proposed to make land (Site PR6c) available for a new course. It would cost circa £10m to build a new course & take many years for it to establish. This would be unsustainable, it will not happen & there is no evidence within the proposals that it will. It is inconceivable that anyone would try & establish a new golf course at that site given the nature of the land (entirely flat), it's too small & the upfront cost. It wasn't a golfer that drafted this plan! Along with PR6b it will produce some 1180 homes. For many years there has been enormous traffic congestion involving Cutteslowe, Kidlington, Wolvercote & the two Peartree Roundabouts. A further 1,000 vehicle movements at peak times will cause gridlock. This plan does not provide for any realistic proposals to alleviate traffic congestion. The proposal to provide a link from the A40 west of Wolvercote Roundabout to the small Peartree Roundabout, while it might relieve congestion at Wolvercote & Cutteslowe, will equally exacerbate it at the small Peartree & Kidlington Roundabouts. Perhaps though the siting of these developments will provide housing for commuters into London, via a walk to the railway station. However, that is not meeting Oxford's housing shortage, its alleviating London's.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1514 | 10/10/2017 | Councillors Neil Prestidge and Maurice Billington | Prestidge and Billington | | | | | N | |
| 4764 | <p>Comments</p> <p>We object to the proposals to build 650 homes on this site, this site is situated in the strategic gap between Kidlington and Oxford, this part of the green belt is key to preventing the coalescence of Oxford and Gosford. There is no strategic gap policy in any of the local plans, if one was in place here it would offer extra protection to the gap between Gosford and Oxford. If this site was developed, then there would be a considerable loss of habitat for a wide number of species. We urge the council to do a proper wildlife survey on the site before any development takes place. We also want assurances from the council that the remaining green belt will not be developed around this site. As stated in our response to Policy PR2, we support the social housing target of 50%. Given the location of this site and the proposed housing density we want to seek assurances that this target will be met and enforced. We also want to make sure that residents of Gosford and Kidlington are prioritised in the housing allocation process for the affordable housing on this site. As stated in our response to Policy PR4b, we are concerned that the amenities that are being provided to serve this site will be in direct competition with businesses in Kidlington Village Centre. We want assurances from Cherwell District Council that proper investment will be made in the Village Centre to make sure it is a viable place for local businesses. It is not clear how the improvements to the infrastructure will benefit the residents of the Oxford Road. If this site is used for housing the traffic issues will only be exacerbated, the residents of Gosford are already in one of the most polluted areas of Cherwell District Council and measures need to be taken to ensure that this does not get worse. The council needs to have a plan in place to solve the pollution issue in Gosford before any development takes place.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N | |
| 5104 | <p>Comments</p> <p>North Oxford Golf Club is within the Green Belt and should remain as recreation use. It is not suitable for high density housing, and therefore would only provide fewer executive highly priced houses. The Golf Course is a mature, well maintained and very well attended facility and although an alternative site for a golf course has been suggested at Frieze Farm, which is not a suitable replacement, there has been no consultation with the owners, who actually would intend to build houses on their land.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N | |
| 5102 | <p>Comments</p> <p>How the allocation of new affordable housing will work in practice between OCC & CDC has not been established satisfactorily, & therefore it is essential there is a proposed strategy in place before the Policy is adopted.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N | |
| 5105 | <p>Comments</p> <p>The important gap separating Kidlington and Oxford will diminish if development of these sights go ahead. This will inevitably narrow the "Gap~" and the village of Kidlington would lose it's identity. The Green Belt protects open spaces, which in turn protects the beautiful City of Oxford and also prevent coalescence.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|--------|------|--|--|--|---|---|
| PR-C-1521 | 09/10/2017 | Alaric | Rose | | | | N | N |
|------------------|------------|--------|------|--|--|--|---|---|

5441

Comments

These sites would become urban extensions to Oxford, physically linked to existing communities. Development of these sites would significantly narrow the important open countryside gap between Oxford and Kidlington, erasing the perception that Kidlington is a separate village community, and bringing it into Oxford. The combination of both sites, either side of the A4260, provides a valued area of unlit open green space, and a distinct break in development between the City and surrounding villages, along a major entrance corridor to Oxford. Evidence does not demonstrate that exceptional circumstances exist to justify a release from the GB, where background studies confirm that both sites are of high importance to the integrity and function of the GB. (See 2017 GB Study) Development on either or both sites would aggravate existing local congestion and air quality issues, and adversely impact on movement between Oxford and Kidlington. The open character of the farmland east of Oxford Road forms part of the wider landscape which provides an important setting on the approach to Oxford. The landscape of the Golf Course is manmade, but long established, with significant tree belts and thickets. It is highly unlikely that these features could be saved unless development is restricted to a low density and larger dwellings. As a result, there would be an inefficient use of an important large area, and potential viability difficulties in accommodating 50% affordable housing. The net benefits do not outweigh the substantial harm to local character. The Golf Course is also a local recreation facility, and its loss is unlikely to be offset by a new Golf Course on a significantly smaller site at Frieze Farm contrary to NPPF p74 "Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss." Owners of the Frieze Farm land seem unaware of the plans to site a golf course there, and recently made a presentation to Kidlington Voice (made up of local businesses and parish/district councillors) proposing 600 houses on the site. (See representations on Policy PR6c)

Changes Sought

Retain GB Policy on all the above sites, and do not allocate for development.

Reasons for Participation

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|------------------|------------|-------|-------|--|--|--|---|---|---|---|
| PR-C-1529 | 08/10/2017 | David | Stone | | | | N | N | N | Y |
|------------------|------------|-------|-------|--|--|--|---|---|---|---|

5435

Comments

Cherwell District Council's Partial Review of it's Local Plan to 'Meet Oxford's Unmet Housing Need is UNSOUND.

1. It's completely ignores the consequently impacts of Oxford City's new Local Plan, which is still in the "melting pot," and yet to be determined. It does not show a duty to co-operate, quite the reverse. This is significant because these two plans need to work together, not in isolation. Otherwise, Oxford and the setting of it's immediate northern communities could lose even more protected Greenbelt land than so far proposed.

The sheer scale and amount of Greenbelt proposed for removal is breath-taking and totally in contravention of National Planning Policy Framework, Paragraphs 79 and 80, which define the need and purpose of Green Belts. Cherwell District Council are paying only "lip-service" to the detrimental consequences. This is not acceptable. To claim the amount to be removed is only repents 3% is a very misleading distortion, because the locations identified, PR6b, PR6a, PR6c, PR8 will completely "strangle" north Oxford and are unsustainable. The consequences of what clearly will be a very significant additional spread of - urban sprawl - have not been evaluated effectively.

IT IS IMPORTANT TO RETAIN THE PRESENT GAP BETWEEN KIDLINGTON AND NORTH OXFORD. IT IS IMPORTANT TO STOP URBAN SPRAWL TO PRESERVE THE OPEN INTEGRITY AND SETTING OF CUTTESLOWE PARK.

2. The Plan is NOT POSITIVELY PREPARED.As already mentioned, the number of houses on the sites mentioned above, are unsustainable, and contrary to Cherwell's own Summary Document page 4, they will do exactly the opposite to "limiting Oxford's Outward Growth." Indeed, this will, propel further 'ribbon development' in the future. The Plan is deeply "flawed," there is no mention of how it will safeguard and aid the needs, environment, and access to free-movement of present communities, adjoining the A4165, from the Cuttleslowe roundabout to the Kidlington roundabout by bus, car, cycle or on foot, the same applies across the Wolvercote area to the west end boundaries, where the ultimate impacts of development at the Northern Gateway, Barton Park (further to the east) is as yet unknown. To suggest it meets with the Country Council's Oxford Transport Strategy, is a misnomer, because this strategy is not sufficiently robust to deal with present excessive traffic congestion and health damaging pollution. Further more it is reliant on speculative funding, which may never arrive. The Link road from Loop Farm A40 to A44, has been promised, but the funding is not in place. The congestion on the A40 is unsustainable and a northern link road is needed north of Kidlington to relieve the over-whelming volume of traffic. Travel from the Park and Ride designated for Eynsham, will be constrained by the reduced width of the bridge on the approach towards the Wolvercote roundabout, so traffic coming to Oxford will remain at a standstill. It is regrettable that the County Council policy has cut bus services from villages, whom also need access to employment, perhaps if some of these villages were a little larger, bus services might be more sustainable? According to Cherwell District Council's Local Plan Summary Document:-It will create balanced and sustainable communities? NO! It will overwhelm north Oxford and Kidlington. It will be supported by necessary infrastructure? NO! No concrete evidence to deal with existing infrastructure, let alone any new infrastructure. It will contribute to improving health and well-being? NO! It will increase detrimental health of existing residents in northern Cuttleslowe, north Oxford, Wolvercote and Kidlington. Traffic will be at gridlock all day, everyday, pollution all day, everyday at EXCESSIVE LEVELS in addition to present Oxford Air Quality, non-compliance. Elderly crossing the road or accessing the shops in our area will find it completely impossible.

Changes Sought

Remove the need for affordable housing, because, there is no way it will be affordable next to north Oxford. Be honest with people, tell them their lives in Kidlington and north Oxford are to be blighted with complete traffic gridlock and damaging vehicle pollution. Be legal by NOT destroying Greenbelt land next to Cuttleslowe Park, The Golf course, (an essential recreational resource currently), and stopping coalesce with Kidlington and north Oxford.

Reasons for Participation

Believes, with respect, the Inspector would much benefit from really listening seriously to ordinary people, regarding the very real experience and particularly genuine concerns of how these 'grand proposals' to 'illegally' destroy all the immediate greenbelt land around Kidlington and north Oxford, will have a completely devastating impact on the lives, health, well being and free movement of well established existing communities.

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|--|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | |
|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|--|

5261

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not "justified" or "consistent with national policy". This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that "under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan". The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored "all other reasonable options" &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the "exceptional circumstances" required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC's approach is predicated on an assumption that "Oxford's Housing Needs" form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that "the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the 'best fit' of local authority boundaries to a functional housing market area." More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) "it is not the role of, or possible for, the plan to prescribe where people live and work;" and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a "separate five year housing land supply . . . For meeting Oxford's needs." This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF's presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW's concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a "reasonable option" for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW's concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish "exceptional circumstances" for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW's comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 "approximately 14 % of Cherwell lies within the Oxford GB". Thus CDC need to demonstrate "exceptional circumstances" as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed "reasonable alternatives" & therefore cannot be considered to have demonstrated "exceptional circumstances" for the release of all of these sites from the GB. * Combined with the inadequacy of the evidence base, these concerns are amplified by the fact that the Submission Plan appears to prejudge the proposed development strategy irrespective of the evidence base. This is reflected in the fact that the (Executive Summary para xiv) states that the Plan "focusses development on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor" & earlier iterations of the evidence base acknowledged that only sites within two of the nine areas of search have been assessed, * Conversely TW have established that the TW site at Bloxham does form a "reasonable alternative" for development within a sustainable location which is capable of meeting housing need. This is consistent with CDC's analysis within the HELAA (albeit that TW's technical analysis is that the site is capable of accommodating a higher level of residential development). * Accordingly the TW site should be allocated for residential development (under this or an additional policy) prior to CDC moving on to consider the need for any Green Belt release. * Without the amendments sought above our clients do not consider that the Submission Plan can be considered "sound", particularly with regards to being "positively prepared" or "justified."

Reasons for Participation

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|------------------|------------|-----|---------|--|--|--|--|---|
| PR-C-1539 | 10/10/2017 | Tim | Emptage | | | | | N |
|------------------|------------|-----|---------|--|--|--|--|---|

4836

Comments

Object to development on sites PR6a and PR6b. These sites are critical parts of the Oxford which prevent the coalescence of Kidlington and Oxford enabling each community to retain its own individual identity. It was to prevent this sprawl that the green belt was originally established. The proposed developments would leave such as small gap as to be completely useless in effectively separating the two communities. Kidlington would then become no more than an extension of Oxford. There is no evidence that this land should be released from the greenbelt on exceptional circumstances as studies have shown this land to be of high importance to the integrity and function of the greenbelt. The land occupied by the Golf Club makes a significant contribution to the green belt both in its landscape function and as a recreational activity. It should be noted that the Southfield golf course in Oxford has been rejected by the city council for a potential housing site. The plan proposes a very low density of houses which means it will be extremely difficult to achieve 50% affordable. It is clear that the position of this site will result in it being used for large, expansive houses attractive to commuters from London. This will do nothing to support the unmet housing need or to provide affordable housing for local people.

Changes Sought

Reasons for Participation

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|------------------|------------|-------------|------|--------------------------------------------|---|---|---|---|
| PR-C-1542 | 10/10/2017 | Cllr Andrew | Gant | Oxford City Council Liberal Democrat group | N | N | N | Y |
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4846

Comments

Considers that both CDC statements "considered reasonable alternatives" and that it has demonstrated "clear, exceptional circumstances for development within the Oxford GB" are unjustified, non-compliant and unsound as a result. "Reasonable alternatives" must include sites which are within reasonable commutable distance of Oxford but avoid the coalescence of Oxford and Kidlington and northward urban sprawl of Oxford, as required by the NPPF. This must mean that, for example, the Shipton Quarry site is appropriate to meet Oxford's housing need. Similarly, building on both sides of Oxford Rd (policies PR6a and PR6b) clearly breaches the NPPF requirement that settlements must not coalesce. The alternative site at Frieze Way, currently allocated as a replacement golf course, would not have that effect. These alternatives have not been sufficiently considered. Oxford City Council has re-stated the legal definition of GB that among its principal characteristics are "openness" and "permanence" The Council is right to do so. This is not consistent with the assumptions in this plan. We do not believe an "exceptional need" has been demonstrated to justify the breach of GB principles in the way the plan does. The need could be accommodated with far less damage to the GB by better and different use of some of the allocated sites, and by more consistent consideration of alternatives. Without such consideration, the plan is procedurally non-compliant, legally non-compliant with definitions of GB, and unsound in its consideration of alternatives.

Changes Sought

Reasons for Participation

A fundamental review of site allocations is required, acknowledging that Green Belt must remain open and permanent, as required by the NPPF. Alternative sites within "easy commutable distance of Oxford" which do not cause urban sprawl or coalescence should be more proactively considered.

To ensure full representation of the views and concerns of local people by their elected representatives

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| PR-C-1543 | 09/10/2017 | Sir Clive | Booth | Oxford Civic Society | | | | |
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4849

Comments

Concern that the eastern boundary of PR6a does not meet the NPPF criteria for Green Belt boundaries which should be well-defined, permanent physical features.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-1560 | 09/10/2017 | Aubrey | King | | | | | | |
| 4894 | Comments | | | | | | | | |
| Objects because: 1. The proposals are not consistent with National Policy. They do not take into account the detrimental effect that removing these large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in Para 182 of the NPPF. 2. Oxford's LP has not yet been prepared, so CDC's allocation of homes is premature, is not an appropriate strategy & is unjustified. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1580 | 09/10/2017 | Janet and Tim | Stott | | | | | | N |
| 4924 | Comments | | | | | | | | |
| Objection to policies PR3, (The Oxford GB), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). We are particularly concerned about the loss of the GB for PR6a as we are regular walkers on this land and aware of the wildlife and habitats that will be lost forever with the loss of this land. This land contains established grass snake colonies which will be destroyed. The grass snake is a UKBAP priority species of conservation concern ³⁹ . It is also protected under the Wildlife and Countryside Act, and the Bern Convention. We believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1589 | 01/10/2017 | Professor Peter | Robbins | | | | | N | N |
| 4959 | Comments | | | | | | | | |
| Object to the proposal to build 650 homes on land to the east of Oxford Road, on the grounds that it is not a justified or proven requirement and it is inconsistent with national policy. New Government methods for calculating housing need indicates that some 30% fewer houses are required in Oxfordshire than previously forecast with the consequence that the basis for housing allocations in Cherwell to accommodate its needs and the City of Oxford's requirements are overstated and invalid. Less land will be required to accommodate development and there are no exceptional circumstances to warrant the release of land from the Green Belt. Without prejudice to the above point, any proposals by Cherwell to release land from the Green Belt to meet the Oxford's needs are premature and unjustified given that the City of Oxford is in the process of reviewing its Local Plan and has not yet determined how much housing development can be accommodated on land within the City's boundaries. The land to the east of Oxford Road lies in the Kidlington Gap which forms a core component of the Green Belt separating Oxford and Kidlington. Development in this location would be in direct contravention of the fundamental aim of Green Belt policy which is to prevent urban sprawl by keeping land permanently open and the Kidlington Gap serves all the five purposes of the Green Belt It is also strategically important and is one of the clearest examples of an open area preventing the coalescence of settlements, checking unrestricted sprawl and safeguarding the setting and character of the historic city of Oxford. Its loss would fundamentally undermine the long established principles of Green Belt policy. The housing allocation proposed in Policy PR6a is also unsustainable both on its own and in conjunction with other planned releases from the Green Belt for housing. Infrastructure and services in and around Oxford are already under great strain. This applies to schools, hospitals/healthcare and roads. There is no capacity for major additional development. Oxford and the surrounding area are already beyond capacity in relation to infrastructure and services, and the further population pressure from the proposed developments is unacceptable. The road network in the immediate environs and the wider area is already highly congested. There are no clear, identified and funded proposals in the Plan to address these issues. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Delete PR6a housing allocation on land to the east of Oxford Road; delete PR6b housing allocation on land west of Oxford Road; delete PR7a housing allocation on land south east of Kidlington; delete PR7b housing allocation on land at Stratfield Farm; Delete PR8 housing allocation on land east of the A44. | | | | | | | | | |
| PR-C-1603 | 10/10/2017 | Gordon and Helen | Henning | | | Y | | Y | N N |
| 4984 | Comments | | | | | | | | |
| The prediction for the number of houses needed (Oxford City Council's "unmet need" for housing) is questioned and is to be re-evaluated. It does not take into consideration the intrinsic value of the Green Belt for current and future generations and the irreplaceable nature of the Green Belt. It is difficult to see how this development can be sustainable, given the lack of realistic plans for providing necessary infrastructure (e.g. transport, health care etc.) - and these are already significant, longstanding problems in Oxford and Oxfordshire (which are likely to be seriously exacerbated by the Northern Gateway development nearby). It is likely to provide housing for London commuters rather than people employed in Oxford and local areas, and hence exacerbate many of the problems that Oxford and Oxfordshire already have such as traffic and very high demand on schools, healthcare etc. The considerable uncertainty over many financial and economic matters after Brexit mean that there is considerable uncertainty about whether the plan could be "deliverable over its period". Have seen little real evidence in recent years of effective co-operation between local authorities e.g. the Jack of solution to the traffic problems in Oxford/Oxfordshire (particularly relevant here as the planned development would inevitably generate more traffic). Not consistent with the National Policy Framework for Green Belts, and has an indistinct border. Not justified or effective in terms of SA Objective 10 (air pollution/road congestion). Whatever pedestrian, cycle or public transport provision is available, increased vehicular traffic will inevitably be associated with any development on this site (for personal reasons for many users e.g. disability, but also for delivery vehicles as more and more shopping is done online. Climate change may well also increase the frequency and severity of adverse weather conditions making cycling etc. not only very unpleasant but also more often dangerous (e.g. in high wind). | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| This policy should be withdrawn completely. There are other alternatives for increased availability of housing including:-(i) use of land within Oxford city for housing instead of employment - Oxford city appears to be planning for employment to outstrip its housing need even more than is now the case and, in particular, there is already a major development (the Northern Gateway) very close to the area covered by policy PR 6a) (ii) increased housing density on sites already used or designated for housing within Oxford city. | | | | | | | | | |
| PR-C-1618 | 10/10/2017 | Harry | Fletcher | | | | | | N |
| 5584 | Comments | | | | | | | | |
| Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road- Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6a - Land East of Oxford Road

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| PR-C-1619 | 10/10/2017 | Gary | dáLuz Vieira | | | | | | |
| 5586 | Comments | | | | | | | | |
| Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). - Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. - Development of these areas will effectively join Oxford and Kidlington, which is against Green Belt rules. - Developing these areas is more likely to result in high price commuter housing than the affordable housing currently needed for key workers in the city. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1622 | 09/10/2017 | Andrew | Hornsby-Smith | Kidlington & Yarnton Labour Party | N | Y | N | Y |
| 5535 | Comments | | | | | | | |
| Kidlington & Yarnton Labour Party acknowledges the real housing need for Oxford. It is not convinced that the need is for 4,400 houses to be built in Cherwell District. It opposes the allocations in the vulnerable Kidlington gap (proposed policies 6a, 6b), which it believes will mainly be used by London commuters rather than meeting local need; and by the size of the allocation made between Kidlington and Yarnton (Policy PR8). It considers that there are less harmful alternatives available at Gosford (the area allocated for playing fields in Policy PR 7a and at Stratfield Farm, Policy 7b). It also believes that land at Frieze Farm and close to Loop Farm offers alternatives that are closer to the Northern Gateway employment site and less damaging to the open countryside between Yarnton and Kidlington. It considers that the North Oxford Golf course provides an important Green Belt friendly amenity, and that the need for additional playing fields could be met south of the Park & Ride. It is concerned to ensure that the County Council develops additional Park & Ride capacity east of Kidlington, where the traffic impact would be less damaging than an extension at Water Eaton Park & Ride. It would support the provision of a railway station on the Cherwell Valley line, but not at the proposed location at Sandy Lane, but closer to the airport, Langford Locks and Lyne Road (for the benefit of Kidlington's residents). We are concerned that at each of the main allocations, an unreasonably high level of land has been extracted from the Green Belt, which we believe will lead to future speculative development that will be difficult to resist. | | | | | | | | |

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| Changes Sought | | | | | Reasons for Participation | | | | |
| Opposes policies 6a, 6b. There are less harmful alternatives available at Gosford (the area allocated for playing fields in Policy PR 7a and at Stratfield Farm, Policy 7b); and by the size of the allocation in policy PR8. | | | | | I have spoken as a platform speaker at three public meetings in Kidlington and Gosford. I made a substantial representation at the Issues and Options stage. As a former parish councillor, I represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. I have an MSc in Transport Planning, so part of my representation covers that area. I also offer a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. I have no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. I believe my views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. My representation contains primary research evidence which I would wish to represent. | | | | |
| Land at Frieze Farm and close to Loop Farm offers alternatives that are closer to the Northern Gateway employment site and less damaging to the open countryside between Yarnton and Kidlington. | | | | | | | | | |
| It considers that the North Oxford Golf course provides an important Green Belt friendly amenity, and that the need for additional playing fields could be met south of the Park & Ride. | | | | | | | | | |
| It is concerned to ensure that the County Council develops additional Park & Ride capacity east of Kidlington, where the traffic impact would be less damaging than an extension at Water Eaton Park & Ride. | | | | | | | | | |
| It would support the provision of a railway station on the Cherwell Valley line, but closer to the airport, Langford Locks and Lyne Road (for the benefit of Kidlington's residents). | | | | | | | | | |

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| PR-C-1635 | 10/10/2017 | William and Rebecca | Hodgson | | | | | |
| 4993 | Comments | | | | | | | |
| We refer to the proposed development on the land north of Cutteslowe Park which is part of the Green Belt north of Oxford and forms a separating barrier known locally as the Kidlington Gap, between the northern boundary of the city of Oxford and the large urban village of Kidlington. The development directly contradicts the five stated purposes of land of the green belt as set out by the NPPF. To build on the green belt North of Cutteslowe would contravene all the five stated purposes. Resulting in Oxford sprawling and encroaching into the countryside, Oxford and Kidlington merging into one another, the historic character of Oxford being diminished and overwhelmed by the large urban sprawl, whilst the use of available derelict and urban land should be considered, instead of Greenbelt land. In addition, the local infrastructure (transport, hospital and schools) will be unable to cope with the large influx of people. While the aim is to provide housing for local oxford people, the location of the houses near a direct-London line station will encourage people to live in Oxford but commute to London. Only about 13% of England is Green Belt and when there is so much other land available it is counter-productive to develop on Green Belt Land. We strongly suggest that the council reconsiders their development proposals to urbanise the small green belt area separating Oxford town and Kidlington. | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0055 | 11/08/2017 | Mr Ronald | Lloyd | | | | | N |
| 99 | Comments | | | | | | | |
| The statements in CLPPR paras 5.78, 5.81, 5.82 suggesting that the merits of meeting housing numbers "far outweigh" those of a vibrant social facility - the Golf Course - appears to be another assertion without explanation. That the University has 'made the land available' raises questions as to why. There are of course obligations on councils to fulfil policy agreements, but Cherwell also has a responsibility to support NPPF guidelines (paras 73, 74) and its own vision (Executive Summary ix.4), and intelligently question the focus on housing targets in the City more than the County. Motives of the owners of land leased to NOGC will, one assumes, have been examined. It would not reflect well on the Council if it emerged that cash proceeds of the sale were judged more important than fulfilling a primary responsibility of the University to help sustain the health and social wellbeing of people who live in the City, and even the County, in its management of an extensive portfolio of land. It is a responsibility of Councils to challenge the University to uphold the interests of local people. The suggestion that land at Frieze Farm could be a location for NOGC has been rejected by many on grounds of inadequate size, and unattainable levels of spending to create a course in any way comparable with current one. It also questions the logic of invading greenbelt by digging up the golf course and moving it a short distance, when the case for not building houses at Frieze Farm has not been made. However much hard work has gone into producing the land allocation plan it behoves the Planning Department to give proper consideration to new information and alternative views - especially of local people whose health and wellbeing are directly affected. | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0055 | 11/08/2017 | Mr Ronald | Lloyd | | | | | N |
| 97 | <p>Comments</p> <p>The golf course is a green space that alleviates city pollution, sustains biodiversity, and provides an amenity for many residents of all ages in conformance with the National Planning Policy Framework, Mar 2012 (NPPF) paras 73, 74 and CLPPR Executive Summary ix.4 These guidelines are being ignored simply to reach a target number of houses that aligns with an old plan, based on figures which are distinctly provisional and now being seriously challenged.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0225 | 24/08/2017 | Mrs Anne | Davies | | | | | N N N N |
| 787 | <p>Comments</p> <p>The policy needs to acknowledge that connectivity between areas of Oxford is already poor. The lack of joined up transport thinking in the plan suggests that it has not been appropriately scrutinised by either Oxford City Council or Oxfordshire County Council. If the justification for the release of land from the Green Belt is the requirement to meet Oxford's Housing need for Oxford City Council and the main employers, as the land is owned by Oxford University or its colleges, the development should be subject to a policy requirement that it is developed for key worker housing for the University, Brookes University, and the NHS Trust. If the land is to be sold on the open market to make already rich institutions slightly richer, this would not justify the release of land from the Green Belt.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>If the justification for the release of land from the GB is to meet Oxford's housing needs, the development should be subject to a policy requirement that it is developed for key worker housing for the University, Brookes and the NHS. If the land is to be sold on the open market, this would not justify the release of land from the GB. The policy should state that critical transport improvements should take place at developers' costs before works begin. The terms of the S106 agreements should be published so that local residents know what to expect Oxford University to provide.</p> | | | | | | | |
| PR-C-0225 | 24/08/2017 | Mrs Anne | Davies | | | | | N N N |
| 786 | <p>Comments</p> <p>The National planning Policy Framework (NPPF) at Section 9 attaches great importance to green belts (quote provided). If these sites are taken out of the Green Belt, Oxford and Kidlington will inevitably merge - the division between the settlements will at best be the already developed roundabout into Kidlington. Large scale housing development of the sort to be authorised by the policy is a classic example of inappropriate development in the Green Belt which should only be permitted in Very Special Circumstances. The Very Special Circumstances claimed by Cherwell District Council are the ability to provide homes for Oxford on land to be made available by Oxford Colleges on land which is very sustainable in transport terms and with a community integrated with Oxford and access to jobs and amenities within Oxford. However, no controls are proposed through policy on the future use of the land. There is nothing in the proposed policy approving the development on the basis that it is used in its entirety to meet the housing needs of Oxford by providing long term social or key worker housing for the University, Colleges or Hospitals - a circumstance which arguably could amount to very special circumstances. Instead, it would simply constitute additional housing to meet the housing need of Oxford, Reading or London if it were occupied at all. Furthermore, with its location so close to Oxford Parkway station the likelihood is that any private development will become housing to fulfil a need in London, not even locally. Without constraints on occupation, the legal test for development in the Green Belt cannot be considered to be met and the development is not justified adequately or at all. Furthermore, if delivery of units for occupation of the site is to begin in 2021, the infrastructure improvements for the development which are identified as "critical" in Appendix 4 should be provided in advance and any planning permission for the development should not be allowed to come forward unless all the infrastructure is provided before the works begin. This infrastructure should include the provision of the extension to Water Eaton Park and Ride (currently identified as a long term aspiration 2026-2031); Bus Lane improvements (medium term so to be provided between 2021 and 2026 - potentially after 530 units on sites 6A and 6B are built and occupied. These improvements are identified as Necessary or Critical. There are proposals for a Cycle Super-Highway which again is identified as Critical but a Medium Term aspiration. There are regular injury accidents on the Sainsbury's Roundabout into Kidlington and these facilities should be upgraded as a matter of course - certainly before the introduction of a further 1000 homes. Note that the funding for all the highway and infrastructure improvements is currently "TBC". If these improvements are "critical" as stated, they should be required by policy to form part of a Section 106 obligation to be carried out at the Developer's cost prior to the development of the allocated sites. If the infrastructure development does not take place, but housing development does, Oxford will become significantly less accessible from Kidlington.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0230 | 14/09/2017 | Lisa | Bullock | Network Rail | | | | |
| 793 | <p>Comments</p> <p>A public footpath runs through sites PR6a, PR6b and PR3c. The following level crossings will be impacted: 1. Colts, Banbury Road, Sleeping Dog – Footpath Crossing; 2. Water Eaton 5 - Public footpath crossing with whistle board; 3. Nesbitts, Near Wolvercote Tunnel – Footpath Crossing</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | | | N Y |
| 817 | <p>Comments</p> <p>The North Oxford Golf Course comprises: “an important buffer feature on the urban edge, limiting perception of the city, and helps to maintain the gap with Kidlington.” Building 520 houses on this area will significantly reduce the gap between Kidlington and Oxford where it is already at its narrowest. The Golf Course is an extremely important leisure facility which has existed for 110 years. It is highly valued by the local community and well used. Strongly object to it being developed for houses. The Parish questions the viability and practicality of moving the Course given the considerable expense and disruption which will result. In terms of specific comments: • In total 1410 dwellings are proposed in the Parish. 530 of these are on this site. This number will have a major impact on transport infrastructure in particular on the already heavily congested Oxford Road. Traffic from this development will increase congestion further. It is not clear how the transport improvements including new bus lane can be implemented without further problems for Oxford Road residents who already suffer from congestion, delay, air pollution and vibration caused by passing lorries/buses. • In the Green Belt Study (April 2017) this site was categorised as mostly “High” or “Moderate High” in terms of harm to the Green Belt from its release for development. Concur with view and consider that it would significantly erode the gap between Kidlington and Oxford, especially in combination with removal of the Park and Ride site from the Green Belt and also site PR3c. This would result in continuous development up to the railway/A34. This will lead towards the coalescence of Gosford/Water Eaton/Kidlington and Oxford. The area has no easily definable boundary to the east which raises further concerns about how development may be contained in the long run. • There is well established tree cover on the site including many TPO trees which could be impacted by this development. Whilst opposed to the development on this land, if it were to go ahead would wish to see the following incorporated in the proposals: Support the 50% affordable housing provision, however it is important that Cherwell DC, robustly enforces this policy and ensures that affordable housing is equally available to residents of Gosford and Water Eaton Parish. Further information needs to be provided as to how this will be secured in perpetuity. Note that the density proposed at the site is low at 25 dwellings per hectare, in order to preserve the trees and woodland currently on the site. On this basis are sceptical about the viability of delivering 50% affordable housing on the sites and developers are likely to argue for this proportion to be reduced and/or for significant reduction in the vegetation on the site. Both of which would be unacceptable outcomes. • Requiring contributions for community facilities for residents is welcome however there are major pressures on existing community and health facilities in the area and therefore it is critical that new facilities are delivered. Not convinced that adequate facilities will be put in place to address this problem.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>The Parish Council believes that this allocation should be removed from the Plan and the land retained as Green Belt.</p> <p>The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision.</p> | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0238 | 18/09/2017 | Bob | Burrage | | | | | |
| 824 | <p>Comments</p> <p>Objects to the Proposed Submission Plan because instead of creating coherent new communities, it takes the least effort route. The obvious need for more housing is poorly met by the Proposed Submission Plan: it is lazy, cowardly planning that meets the need by piece-meal infill and ribbon development that creates poor communities and overloads existing infrastructure and resources of all kinds. Reasons for objection: • Creation of residential development split in two by the essential and very busy A416• Half or more of the residents will have to cross the very busy A4165 to access the Proposed local centres and schools• Loss a beautiful golf course, founded 110 years ago and set in Green Belt land• Loss of existing valuable green belt that provides the “lungs” for the City of Oxford• Oxford would effectively be joined to Kidlington in a ribbon of urban sprawl from the South of Oxford through Oxford to the North of Kidlington• Opportunities to create new, exciting, well resourced communities are being missed by sweeping the problem under the carpet of infill and ribbon developmentUrges the Planners to be courageous: join with the other Districts to create a single New Community of 14,850: a project to be proud of.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0239 | 20/09/2017 | Carolyn | Sampson | | | | | |
| 825 | <p>Comments</p> <p>Protests in the strongest possible terms against the proposal to build housing on North Oxford Golf Club. The course has existed for over 100 years, is a carefully laid out and attractive landscape that supports a variety of wildlife - including the Great Crested Newt - and provides vital recreational space for Oxford residents and visitors. If the proposed housing is built, Kidlington and Oxford will effectively merge in an urban sprawl resulting in loss of identity. The course also fulfils all the requirements of the Green Belt set out in the Government's National Planning Policy Framework. This states (Para 74 under 'Health') that sports facilities should not be built on unless equivalent or greater provision is made elsewhere. The tentative proposal to relocate to Frieze Farm does not fulfil this obligation in any way and is ridiculous. It appears that the owners of this land were not approached before the proposal and have other plans. The proximity of central Oxford and the new Oxford Parkway railway station is likely to attract London buyers and to prove unaffordable for the local population. It seems that this proposal is designed purely to satisfy the greed of the landowners and property developers and has nothing to do with improving the lot of local people. The course is vital to the wellbeing of the area and it would be an absolute tragedy if it were to disappear.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0246 | 15/09/2017 | John | Nason | | | | | |
| 832 | <p>Comments</p> <p>Shocked to hear that plans were afoot to build houses on the golf course. The land matches all the criteria of the greenbelt set out by the government national planning policy. This land separates Kidlington from Oxford which is a critical part of the green belt which prevents the merging of a urban sprawl and a loss of identity. Understand that Cherwell District Council talked to the agents but did not talk to the golf club about the proposed development. A replacement site at Frieze Farm was suggested but there is nothing in the document as to how it would be provided or who should fund a replacement golf course added to the fact this site would not be big enough to build a new course. If this plan goes ahead you will be destroying over 100 years of golfing history in the Oxford area. In conclusion North Oxford Golf Club is a important recreational facility for the whole of the county.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y |
| 5575 | <p>Comments</p> <p>The following section provides a response to elements of the Proposed Submission Plan (PSP) that relate to the sites included in Policies PR6 to Policy PR10 inclusive. The section also covers the Sustainable Transport strategy and Oxfordshire Infrastructure Strategy as covered by Policy PR4 and PR11. Evidence base documents reviewed. Detailed comments provided on: Location of site relative to the employment centres of Oxford, cycle and walking, Rapid Transit system, reliance on buses, return journeys from Central Oxford, commuter inflow patterns in Oxfordshire, review of RAG matrices, unfunded Transport Strategy, safety, loss of green space.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | |
| PR-C-0268 | 27/09/2017 | Stephen | Duke | | | | | |
| 1561 | <p>Comments</p> <p>Cherwell as representatives of the wishes of constituents, are contravening Para. 74 of the Government's National Policy Framework regarding the re-use of sports facilities. The matter has been referred to MPs John Howell and Layla Moran both of whom are totally against these proposals. Hearty agreement with comments summarised below made by Christopher Lane: Objection by a local resident, member of North Oxford Golf Club and Oxford Ornithological Society to building houses on the golf course. The late offer of Frieze Farm as a replacement course is presumably to avoid contravening the government's National Policy Framework regarding the re-use of sports facilities. Why destroy a hundred years old course to rebuild it a few hundred yards away? The City's search for affordable housing is understandable, but is this provision likely to satisfy local housing needs, rather than attract wealthy buyers living along the Chiltern line? The land occupied by the golf course fully complements the raison d'etre behind the creation of the GB. It is a bulwark against urban sprawl, separating the city from the village of Kidlington, and with its 80 acres of manicured grounds, its pond and beautiful trees (it would be an outrage to fell them) making a healthy contribution to the environment. There are a variety of birds which are found there throughout the year, from woodpeckers and warblers to several different raptors, some fifty species in total. The Council may not appreciate the extent to which this club is valued by its members, young and old, and by other visitors. The health benefits of getting people out in the open air in pleasant surroundings yet close to the centre of a major city are obvious. So why close down such an attractive course?</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0268 | 03/08/2017 | Stephen | Duke | | | | | |
| 855 | <p>Comments</p> <p>North Oxford Golf Club is a vibrant club with approximately 450 current members and has been enjoyed by literally thousands of sports people of all ages from Juniors though to Seniors for 110 years. Cannot believe that Cherwell District Council Planning Committee are continuing to break the Government's National Planning Policy Framework (para 74 states specifically) that sports facilities should not be built on unless equivalent or greater provision is made elsewhere. Not aware of any other suitable alternative being offered except the possibility of Frieze Farm which is wholly unsuitable as a replacement, which is actually only 300 yards from the existing course. Suggest the obvious solution is to leave the NOGC as it is and build the houses on Frieze Farm. Moreover, the object is to provide affordable housing, which would be far better accommodated on Frieze Farm, (than on the Golf course). Housing built on NOGC would be immediately classed as part of the most expensive areas in Oxfordshire and would therefore defeat the object of supplying affordable housing. Kidlington is the proud owner of the title Britain's largest village, which is in danger of becoming just another suburb of Oxford, if the green belt triangle upon which North Oxford Golf Club stands is built on. "all the hard work that Cherwell District Council have done over the last 10 years therefore must be seen to be doing some thing whether it makes sense or not". (There is an addendum to this representation which is a copy of an email from John Howell MP which states 'Dear Steve. Thanks for your email. I deplore the use of the Green Belt for this purpose and will try to intercede.')</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0303 | 19/09/2017 | Alan K | Butler | | | | | |
| 895 | Comments | | | | | | | |
| Object to any plans to build houses on North Oxford golf club, for two reasons.1/ The triangle of land precisely matches all the purposes of the Green Belt set out in the Government's National Planning Policy Framework.2/ Separating Kidlington from Oxford, it is almost certainly the most important piece of the most critical part of the whole Green Belt. It is especially critical for supporting the purposes of Green Belt in preventing the merging of communities with subsequent urban sprawl and loss of identity. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | N | |
| 904 | Comments | | | | | | | |
| Historic England welcomes the presumed intention behind requirement 13 of Policy PR6b for the application to be supported by a desk-based archaeological investigation which may "then require predetermination evaluations and appropriate mitigation measures" as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework. However, requirement 13, as drafted, only notes that the archaeological investigation may require predetermination evaluations and appropriate mitigation measures respectively. It does not require these measures to be incorporated in or to influence the actual development scheme. The policy therefore provides inadequate protection for potential archaeological remains on the site. As the Council will be aware, paragraph 126 of the National Planning Policy Framework requires local planning authorities to recognise that heritage assets are an "irreplaceable resource" and "conserve them in a manner appropriate to their significance". Paragraph 129 notes that the significance of a heritage asset can be affected by development affecting its setting. Historic England therefore considers that Policy PR6b as written does not conform with the Framework and thus is not sound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Requirement 13 of Policy PR6b should be reworded as follows: "The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme". (Discussions with the Council are ongoing at the time of submitting this representation, but early indications are that the Council will consider rewording this requirement as suggested as a minor modification. If it was to do so, Historic England's objection to this requirement would be overcome). | | | | | | | | |
| PR-C-0306 | 10/08/2017 | Anthony | Hall | | | | | N |
| 917 | Comments | | | | | | | |
| Key Delivery Requirements' on all these policies are nothing more than a fig leaf. It is perfectly obvious the developers will agree to some or all of them and then will renege on them. This always happens. 50% affordable housing will be thrown out of the window as it has been in Templars Square where 50% has magically transformed into 23%. Similarly, developers never actually deliver infrastructure like schools, community centres or roads that are wide enough. The 'Place shaping principles' in these policies are valueless: there are no measure by which they might be enforced. How can one tell, for example, whether an extension "responds to the 'gateway' location of the site". It's gobbledeygook. PR11: This is completely empty. 'Working with partners' does not guarantee anything except that you have no control over the outcome. Nor does 'setting out the Council's approach'. Its all very well having the development proposals demonstrate that infrastructure requirements can be met - it does not mean they will be met. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0307 | 03/09/2017 | John | Wakefield | | | | | |
| 918 | Comments | | | | | | | |
| Strongly object to the part of the plan proposing to build on the parcel of land that is currently occupied by North Oxford Golf Course and has been for over 100 years for the following reasons: It is very important to maintain the green belt to prevent urban sprawl so that communities maintain their own identity. The golf course is an attractive landscape with a variety of animal and tree species - it would be a shame to lose these. It is an important leisure and sports facility encouraging people of all ages to participate in social and sporting activities. The proposed replacement golf course on barren farm land would need years of work and huge amounts of money to develop (where would the money come from?). Large exclusive houses would probably be built on the site which would not help with the shortage of more affordable housing for Oxford.' Surely a better option would be to build houses on the farm land allocated for the replacement golf course and leave the existing course as it has been for over 100 years. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0313 | 23/09/2017 | Graham | Phillips | | | | | |
| 924 | Comments | | | | | | | |
| It is easy to make the case for Oxford's need for more housing for it's workforce but infinitely more difficult to find solutions to this problem. Focussing on one particular piece of land, to the west of the Oxford Road - which has been included for more houses - and which is currently in the GB. This is the land owned by parts of the University of Oxford and leased for over 100 years, to the North Oxford Golf Club. Points to make: 1. This land is a very well used recreational space (across the age spectrum). Paragraph 5.17 attempts, unsuccessfully to test the hypothesis that the loss of this land both as a golf course and to the GB is suitable under the 'exceptional circumstances' outlined in the National Planning Framework Criteria. 2. The existing golf course land cover a diverse natural habitat/environment - much of this would be lost if built on. 3. The proposal that the club could move to a site a Frieze Farm - some 300 yards away - is unsustainable, on grounds of cost and suitability. It also begs the question as to why this site has not been chosen instead. The recent news that the owners of Frieze Farm are now applying for planning permission for housing development bears this out. Surely your planning officers should have consulted them as part of this plan review? 4. The current owners of the golf course land- two Oxford Colleges and the University Press- have apparently 'made the land available' for development. Their motives in doing so could be challenged. Their wish to use the proceeds of the sale should be judged alongside the loss of an important recreational facility which benefits both the city of Oxford and the surrounding communities of Oxfordshire and beyond. 5. The plan review is based on the assumption that it deals with the unmet housing needs of Oxford city. The recently built Oxford Parkway station will almost certainly, mean that many/most of the proposed properties would be purchased by London commuters! Clearly this will do little or nothing to solve Oxford city's housing problem. Finally, Oxford City Council should be challenged re the availability of suitable building sites within the city boundary. Two examples will suffice: first, a substantial area of land next to Marston- currently owned by a farmer who apparently doesn't wish to sell. Surely, given the expressed need, a compulsory purchase order is possible? Second, Oxford City currently own the 'other' golf course. Situated within the city on the border between Headington and Cowley this land is eminently suitable as a large open space for development. And.....it isn't in the GB! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0319 | 04/09/2017 | Mrs Philippa J | Nelson | | | | | N |
| 940 | Comments | | | | | | | |
| In all probability, the proposed developments on sites PR6 and PR7 will, given their proximity to Oxford Parkway station, simply attract commuters to London. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | | | | N |
| 4458 | <p>Comments</p> <p>NORTH OXFORD GOLF CLUB: PR6b site is a thriving golf club which has been there for over a hundred years and is a valuable amenity which should be protected. There is no funding to move to the proposed site at Frieze Farm and the owner of Frieze Farm (an Oxford College) does not want a golf course there. PR6b is not justified as a valuable recreational amenity and GB land would be lost when other non-GB sites are available.</p> <p>Changes Sought</p> <p>The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF an in particular the parts of the framework which apply to the Green Belt.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | Y | Y | N | N |
| 4456 | <p>Comments</p> <p>GREEN BELT: Over the past 50 years or so the Kidlington Gap has been steadily eroded with a large part now earmarked for the norther Gateway development, and the remaining gap largely comprised of PR6a and PR6b. The Cherwell Green Belt Study by LUC in April 2017 judged that the level of harm in releasing these two sites would be high. Paragraph 80 of the National Planning Policy Framework sets out the five purposes of the GB in checking unrestricted sprawl, preventing towns merging, safeguarding the countryside, preserving historic towns and assisting in urban regeneration. PR6a and PR6b prevent Kidlington and Oxford merging, and the LUC report states that "this release would result in the A34 becoming the Green Belt boundary from the Northern Gateway up to Oxford Parkway station, leaving only the width of a single field to separate Oxford from Kidlington". and that the "physical prominence of the golf course makes it an important buffer feature on the urban edge...". Development of these sites would also damage the rural setting of an important City with a rich heritage of history, architecture and culture. Cherwell considers the that the removal of these sites is justified by exceptional circumstances, but has failed to realise both the international importance of Oxford as a city and the likelihood of these homes providing for London commuters rather than Oxford. Cherwell has also failed to give proper consideration to other sites in its area that are not in the GB.</p> <p>Changes Sought</p> <p>The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF an in particular the parts of the framework which apply to the Green Belt.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | Y | Y | N | N |
| 4455 | <p>Comments</p> <p>UNMET HOUSING NEED': The figures put forward by Oxford City as unmet housing need are highly questionable, and Oxford City does not yet know how much of its 'unmet housing need' it can cater for as it has only just finished consulting on its Preferred Options and its Local Plan has not been prepared. It also continues to allocate land for employment and expects other authorities to meet its 'unmet housing need'. The Government's new method for calculating Objectively Assessed Housing Need suggests that Oxford has significantly over-stated its housing need. Cherwell's current proposals seem to have been produced with undue haste and this approach is not justified Site PR6a is adjacent to an area of GB land put forward for development by Oxford City, and neither council has considered or publicised the cumulative effect of both parcels of land being removed from the GB. The Councils have not demonstrated effective joint working on cross-boundary strategic priorities so these policies are not effective.</p> <p>Changes Sought</p> <p>The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF an in particular the parts of the framework which apply to the Green Belt.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0355 | 31/08/2017 | Norman | Goldsworthy | | | | | |
| 990 | <p>Comments</p> <p>Object to the proposed development of the Golf Course site for additional housing. The current land mass of approximately 80 acres that is shaped triangular precisely matches all the purposes of the Green Belt that was set out in the Government's National Planning Policy Framework. This excellent recreational facility that separates Oxford City from Kidlington is certainly the most important piece of the most critical part of the whole Green Belt north of Oxford City, can you at Cherwell Council name another site that is more suitable for Green Belt purposes? It is critical for supporting the purposes of Green Belt in preventing the merging of communities with subsequent urban sprawl and loss of identity, why therefore would you want to fail to support this objective? The Golf Course itself is carefully laid out with many different variety of tree's species and offers a very attractive landscape, it supports a variety of wildlife, providing for over 50 regularly recorded different bird species. Some three years ago the Golf Club redeveloped the pond on the third hole and pond life which includes the Great Crested Newt has increased considerably. It is therefore a 'green lung' to counteract pollution in an area of considerable traffic and transport impact. My understanding was that the National Planning Framework (para 74 under 'Health') says that sports facilities should not be built on unless equivalent or greater provision is made elsewhere, since when was this changed? NOGC is a thriving Golf Club and, importantly, open to all players members and visitors alike. Our Club members all come from the Oxford area. Take away this club, and you remove from all age groups the health benefits both mental and physical. This directly contradicts all that the Government have been saying about the importance of recreation in the National Planning Policy. It is unlikely that the golf club site will do much to help local housing needs, Cherwell suggests building at half the density of other sites, that being the case, were it to be developed, it would be an estate including many large houses and commuters to Marylebone, given that this land will cost approximately £1 million per acre no developer will build any social housing as it would be uneconomical. I understand that Cherwell Council representatives talked to the Colleges Agents but you did not talk to our Golf Club, why was this? It has been noted that a replacement site at Frieze farm seems to have been suggested late in the day. A new 18 hole course needs at least 150 acres so how could we fit a Golf Course onto this site for clearly it is not large enough. I note there is nothing in your document about how it would be funded(who would pay!), the University Colleges have previously said they have no land available, and it would anyway be pointless to uproot a 100 year old course and move it a few yards across a dual carriageway to an unsuitable site. Given this land would be made available for a Golf Course why not build on this site thereby leaving our Golf Club where it is, you wold make all our members happy with this decision.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0364 | 15/09/2017 | Colin & Eunice | Rummings | | | | | |
| 999 | <p>Comments</p> <p>We hope you will reject the proposal on many grounds. Of great importance should be the retention of the Green Belt and a sports facility (North Oxford Golf Club) which benefits many people (health wise and socially) of different ages and has done so for a 100 years. The course itself is a wonderful green space which supports a rich environment and attractive landscape supporting a variety of wildlife, different trees and bird species. Over many years Oxford City has encouraged, on a large scale, commercial development which has resulted in a shortage of housing. Not convinced that they have explored, in sufficient detail, opportunities on which to build within their own boundaries e.g.. Why a golf course in the Green Belt is chosen for development when one within the city boundary is exempt. It seems that Oxford City and 3 colleges seem to be driving the planning process and the colleges will benefit tremendously financially if this proposal is allowed. It is important that Kidlington and Oxford are separated to maintain environmental quality and to prevent the spread of urban sprawl and loss of identity.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0373 | 04/09/2017 | S R | Brown | | |
| 1008 | Comments | | | | |
| | New homes should not be built on the North Oxfordshire Golf Club. Not a viable site due to traffic congestion in the area and there is no suitable site for an alternative course. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0377 | 07/08/2017 | Ian J | Coleman | | |
| 1012 | Comments | | | | |
| | Objection to build on North Oxford Golf Club for housing development. The proposal to allocate an alternative replacement Golf Course location is complete madness. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0378 | 18/09/2017 | Philip | Bobby | | |
| 1013 | Comments | | | | |
| | The land is of course Green Belt as is much other undeveloped land within the city area notably Christ Church Meadow, Angel Meadow and Port Meadow. Much of this land is low lying and possibly unsuitable for development but there is also a second golf course, also Green Belt, in the south of the city where planning consent for housing on the North Oxford Golf Course could be used as a precedent for planning consent for the development of the Oxford Golf course (previously known as Southfields) . Oxford would then lose both of it's golf courses and open areas. Both are mature courses which will take another hundred years to replace were it even possible to contemplate other land within the city boundary | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0379 | 14/09/2017 | Brian | Chalmers | | |
| 1014 | Comments | | | | |
| | Objection to build on North Oxford Golf Club. The building of homes on this site would be perfect for commuters to London and would not alleviate the housing problem in Oxfordshire. The proposed plan to re-house the new golf club at Frieze Farm would be too small to house a golf course. It is understood that The National Planning Framework says that sport facilities should not be built on unless equivalent or greater provision is made elsewhere. The course is like a park – attractively laid out, with more than 25 species of trees. It supports a variety of wildlife, including some 55 different species of birds and pond life including the Great Crested Newt. The large green area is important in counteracting pollution in an area of considerable traffic and transport. Consider the urban sprawl this plan will create, from the south of Oxford city to the north of Kidlington, Begbroke and Yarnton. Separating Kidlington from Oxford is an important part of the Green Belt. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0380 | 31/08/2017 | Graham | Oliver | | |
| 1015 | Comments | | | | |
| | Concerned about the proposed building of housing on the North Oxford Golf Club land. It seems to be complete madness to build on that land and rebuild a new golf course only hundreds of yards away. If housing should be built there it would mostly be taken up by persons that would commute to London via Parkway Station. The Golf Club is a lung for Oxford and a wild life haven that it would be criminal to destroy. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0381 | 25/08/2017 | Peter | Alliss | Peter Alliss Golf Ltd | |
| 1016 | Comments | | | | |
| | Sure that the Cherwell District Council can find some other land for development and not touch North Oxford Golf Club, to do so would be almost sacrilegious! | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0382 | 27/08/2017 | Gary | Watts | | |
| 5541 | Comments | | | | |
| | The golf club raises money for good charities. When you build on a golf club, charities around Oxford will lose thousands of pounds. North Oxford Golf Club raised 10,000 for charities around Oxford last year alone and the same for past years, but not in the future if houses are built on North Oxford Golf Club of over 100 years of golfing. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0382 | 03/08/2017 | Gary | Watts | | |
| 1017 | Comments | | | | |
| | There are more than enough colleges in Oxford all with sports grounds why not let Oxford council build on them? A further concern would be the traffic congestion around this area. | | | | |
| | Changes Sought | | | | Reasons for Participation |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0383 | 05/09/2017 | John | Sweeney | | | | | | |
| 1018 | Comments | | | | | | | | |
| <p>Objection to the proposed housing development on North Oxford Golf Club. This is a 100 year old amenity providing a recreational facility for mainly town folk. The idea that has surfaced in the face of criticism that an alternative facility could be provided at Frieze Farm is not an option. It is too small. If this plan goes ahead the definition of the area disappears. Oxford will merge with Kidlington and the result will be urban sprawl. . I accept they have to meet housing targets and hence there has to be a balance. I suggest the balance in this case is heavily in favour of land grab by the university to the detriment of town facilities. The argument that such a development will go towards meeting housing demand needs scrutiny. Concern is that this plan will provide for larger properties for commuters to London and will not resolve the housing issue in Oxford.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0384 | 24/09/2017 | Dr Terence | Colclough | | | | | | |
| 1019 | Comments | | | | | | | | |
| <p>Strong Objection to plans to build housing on North Oxford Golf Club. As an Associate member of the club, attends regular functions and organises a Bridge Club. The facilities at the Golf Club are excellent for this activity. The group have been playing for many years and look forward to this weekly event.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0386 | 13/09/2017 | David | Wynne-Jones | | | | | | |
| 1021 | Comments | | | | | | | | |
| <p>Objection to North Oxford Golf Club being used for housing. If permission is granted for this plan, this means the end of the North Oxford Golf Club on its 120-year-old site. The golf club is an essential meeting place as well as for keeping fit and active. Our area of land is almost certainly the most important piece of the most critical section of the whole Green Belt argument. It is especially critical for supporting the purposes of Green Belt in preventing the merging of communities with subsequent urban sprawl and loss of identity. Our course is a carefully laid out and attractive landscape with more than 25 different tree species. It supports a variety of wildlife, birds and pond life which includes the Great Crested Newt. It is a vital living green lung to counteract pollution in an area of considerable traffic and transport impact. Our club members represent all ages and walks of life and regard this club rather like we might regard our family. Hence our sense of comradeship. Replace this club, with a vast housing estate and you remove from all age groups the health benefits, both mental and physical. This certainly contradicts all that the Government has been saying about the importance of recreation in its National Planning Policy. Cherwell District Council has talked to the Colleges/Agents over the future plans for our course, but it did not talk to our club executive committee. This is unfair.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0396 | 16/08/2017 | Neil | Buckingham | | | | | | |
| 1032 | Comments | | | | | | | | |
| <p>Strong objection to build on North Oxford Golf Club. This is the oldest golf course in Oxford and is not just a great recreational facility for golfers but also ramblers via the public bridleway through it. It is also home to many types of wildlife with deer and woodpeckers. As a resident of North Oxford and living on the Banbury road, building 4000 houses here would be a disaster for the area. It simply does not have the infrastructure to cope. The roads are congested at present and another 4000 cars (minimum) would bring the Cutteslowe roundabout and Wolvercote roundabout to a grinding halt. Please keep this green belt green.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0417 | 11/09/2017 | Chris | Pack | | | N | Y | N | Y |
| 476 | Comments | | | | | | | | |
| <p>Oxford's housing need in large part arises from the concentration of jobs in the City area – roughly twice as many as houses to serve them. The City Council continues to pursue a reckless policy of reserving huge areas for employment within the city boundary without the housing to go with them. Their only solution is to annex GB land for the housing that their policy demands regardless of the impact that this will have upon the principles and purposes of the GB, recreational needs and upon the merging of communities. The only reason for putting forward GB sites between Oxford and Kidlington is because they are close to Oxford and the landowners are more than willing to release the land for their own profit. It is worth noting that Cherwell is the only District concentrating on such a small area of massive and unsustainable urban extension. · It is unlikely that the golf club site will do much to help local housing need. Because it says it is a nice area, Cherwell suggests building at half the density of other sites and it would be an estate including many large houses and commuters to Marylebone. For any proposed social housing on the site it is worth noting that prices on the largest estate built in Oxford for a generation at Barton, just a few miles from the golf course, will start at £299,950 for one-bedroom and £360,000 for two-bedroom apartments. Hardly affordable!</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| | | | | | <p>I believe that submitting NOGC as an exception site for housing in the Green Belt is wrong,both morally and legally and cannot be justified. The case for protecting it needs to be statedclearly at the examination.</p> | | | | |
| PR-C-0417 | 11/09/2017 | Chris | Pack | | | N | Y | N | Y |
| 473 | Comments | | | | | | | | |
| <p>Objection on Protection of GB. The National Planning Policy Framework spells out the importance of the GB.North Oxford Golf Club is almost certainly the most important piece of the most critical part of the whole GB. It is especially critical for supporting the purposes of GB in preventing the merging of communities with subsequent urban sprawl and loss of identity. For years it has managed to separate Kidlington from North Oxford and preserve the special character of the uniquely historical city of Oxford from Kidlington, Gosford, Yarnton and Begbroke. Apart from being a golf course it also a parkland, contributing to the aims of GB as an attractive landscape supporting quite a rich biodiversity of fauna and flora characteristic of the countryside. The Proposed Submission does not comply with nationally accepted purposes of GB as laid down in the legal framework of the National Planning Policy Framework</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| | | | | | <p>I believe that submitting NOGC as an exception site for housing in the Green Belt is wrong,both morally and legally and cannot be justified. The case for protecting it needs to be statedclearly at the examination.</p> | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0417 | 11/09/2017 | Chris | Pack | | N | Y | N | Y |
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474
Comments

The National Planning Policy Framework is very specific about the importance of providing appropriate Recreational facilities for communities. Recreation itself is crucial for physical, mental and social health. North Oxford Golf Club performs a vital role in these respects which would collapse with the demise of the club. It is a thriving club and, importantly, open to all. There are 475 members, most of whom play regularly; additionally, around 3,000 visitors play here every year – in addition to similar numbers who visit the club for social and other (including e.g., Pilates) purposes. Club members come from all ages and walks of life and regard this club rather like we might regard our family. At one extreme, our junior section fosters an interest in sport from an early age. At the other extreme, our many senior members consider this club to be their life blood. Some of these have led active sporting lives but may no longer be able to pursue the more physically demanding sports. Take away this club, and you remove from all age groups the health benefits - mental and physical. Many members have expressed how important it has been to be able to rely upon it for their recreational and social life. Approving this site for development would directly contradict all that the Government and your own Council have been saying about the importance of recreation and would not be compliant with the National Planning Policy Framework.

Changes Sought

Reasons for Participation

I believe that submitting NOGC as an exception site for housing in the Green Belt is wrong, both morally and legally and cannot be justified. The case for protecting it needs to be stated clearly at the examination.

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| PR-C-0417 | 11/09/2017 | Chris | Pack | | N | Y | N | Y |
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475
Comments

Critically, the National Planning Framework (para 74 under 'Health') says that sports facilities should not be built on unless equivalent or greater provision is made elsewhere. The proposed Submission Plan has put forward a field known as Frieze Farm as a suitable replacement course. This was suggested after the initial consultation and rather late in the day - almost as an afterthought. The Planning Officers talked to the Colleges/Agents about Frieze Farm but it didn't talk to the Golf Club about this possible replacement. If they had they would have found that this site would be totally unsuitable as a replacement. No assessment has been made to show whether or not the North Oxford golf course is surplus to requirements. But the very fact that they have offered a replacement would indicate that the planners believe that a golf course in this immediate area is in fact needed and in demand. I have already shown that North Oxford Golf Club is a thriving club with a good sized membership and is making a high quality contribution to recreational and social needs. Furthermore, Frieze Farm is simply an area of agricultural land used mainly for cereals. It is an almost empty, fairly flat featureless area of land with few if any trees and no natural features to build upon in designing an interesting new course equal in quality to the present North Oxford course. There are no trees to compensate for the loss of a beautiful parkland course of numerous species. The northern edge is traversed by electricity pylons. Access is by a small entrance and track off the very busy A44 and very close to the A44/ Frieze Way roundabout. A new 18 hole course could not be fitted into the smaller Frieze Farm site and it is doubtful that it could satisfy Health & Safety regulation. There is nothing in the submission about how it would be provided and who would pay. The conclusion must be, therefore, that whatever the other objections, any attempt to develop North Oxford Golf Club for housing or any commercial purpose would not be compliant with the National Planning Policy Framework and could not be justified in law.

Changes Sought

Reasons for Participation

I believe that submitting NOGC as an exception site for housing in the Green Belt is wrong, both morally and legally and cannot be justified. The case for protecting it needs to be stated clearly at the examination.

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| PR-C-0418 | 14/09/2017 | Shaun P | Wood | | | | | |
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477
Comments

Plays golf regularly at NOGC throughout the year and does not wish to move to another golf club for the following reasons: 1. This club is the nearest to home. 2. The local bus services which travel from a stop on the Banbury Road, to the entrance of the club. This saves using a car with the resultant expense, air pollution and traffic congestion. 3. Golf is a necessary form of exercise for maintaining health. It gives the mental benefits of having good and sociable company, vital for retired people. 4. The golf course gives access to beautiful natural surroundings with a great variety of flora and fauna to admire through all the seasons. It is a mature 100+ year old investment that cannot be replicated instantly in a new course, irrespective of the funds available to attempt this. This club contributes immeasurably to the quality of life. Please do not allow the destruction of this irreplaceable asset.

Changes Sought

Reasons for Participation

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| PR-C-0421 | 19/09/2017 | David | Clutterbuck | | | | | |
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480
Comments

Object to the proposed re-development of North Oxford Golf Course. Find it incomprehensible that your planning policy should even consider turning it into a housing scheme. Oxford City council already own land within the city boundary (Oxford City Golf Club) which they have designated as amenity land. If they have made this decision why do they want houses built on land used as amenity land? North Oxford golf club has been in existence for over 100 hundred years, it has a thriving membership of all ages and abilities. As for the proposal to allocate land of comparable size (Frieze Farm), this parcel of land is nigh on impossible to build a 18 hole golf course on due to the shape. Who would fund the development of the course? Rep gives rough estimate detailed financial costing in letter. Would also like to point out that the Golf course is the only one in the surrounding area that is on a major Bus route, which in the environmentally aware society that we live in could be of benefit in the near future. Please consider the impact that your proposal will have on the members of North Oxford Gold Club and throw out this proposal from the poor colleges of Oxford.

Changes Sought

Reasons for Participation

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| PR-C-0430 | 12/08/2017 | T | Scarrott | | | | | |
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1088
Comments

North Oxford Golf Club has been on the present site for over 100 years. It provides a recreation ground that is open every day and accommodates all ages male and female. The total complex is owned by three landlords with lease arrangements, the club is financed from members fees, and club functions. Pressure is being placed on landlords from the developers who are offering a large incentive to sell the land and are keen to force properties onto the market. Obviously due to progress with the train link to London from Oxford Parkway this has considerably increased the land value. To move this course as suggested by Cherwell District Council would be the finish of golf in this area, when money takes precedence over an established golf course with over 100 years of history it will be a very sad day. To re-site the golf course as suggested by the council to the land at Frieze Farm would be a non event, size being a major problem amongst others. In 1978 the club was threatened with closure with the proposed A40 road improvement plan, with the aid of the environment Secretary of State and planning consultants alike the case was dropped. Oxford City Council stated that the 70 acre site was to be protected from development as the site was suited for its purpose as a golf course. The 18 holes at NOGC are tightly packed into 70 acres and relocation to a smaller site would be impossible. 530 properties are planned to be built on the NOGC. This could produce a possible 1000 extra vehicles entering the Banbury road. This area is already under major pressure in the rush hour and add to this the increase in traffic for the new Oxford Parkway station and park and ride facility equates to infrastructure failure. I'm confident that the housing that is proposed for the NOGC site will be suited towards high earning professionals and will not be the affordable housing that is required for the area. If it's necessary to lose a golf course I consider the universities should form an alliance and release some of their sports fields for building development. If five cricket teams used one ground potentially there are 4 cricket grounds that could be used for development. This ground is only used once a week in the season and remains untouched for the rest of the week, this applies to many other sports. I consider Oxford City Council should be taking an interest in the golf course, visitors who have a vested interest in golf see this course as an attraction to the city. It appears now a conservation order should have been placed to retain the area for golf only. Suggest the landlords where the course is currently situated should stand up and say their piece. The only reason for the course to be developed on is the fact that since the arrival of the train station the value of the land opposite is at a premium. Development on this site is unnecessary and will eliminate a perfectly good golf course that adds history and value to both Oxford and the local area. If it does come to financing there may be two avenues for potential funding; the Government and the National Lottery both parties could be considered to retain a golf course with this many years history. The moment JCBs start ripping up fairways, greens and trees that have been there for many years and some in remembrance of members passed it will be a sad day in the history of North Oxford Golf Club.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
| 1100 | <p>Comments</p> <p>Much of the land proposed to be allocated to meet Oxford's unmet need is not located close to existing service centres. As a result new service centres are proposed to be created under the allocation policies for Begbroke (policy PR8) and land east of Oxford Road (policy PR6a). The effect of this is that these new developments will not be served by or support the important Kidlington Village Centre. This would conflict with the aspiration of the Cherwell Local Plan 2011- 2031 Part 1 policy Kidlington 2, which is entitled 'Strengthening Kidlington Village Centre,' which states that it is proposed in part 2 of the Local Plan to expand the geographical area defined as Kidlington Village Centre, with the aim of supporting the viability and vitality of the existing village centre and encouraging economic activity. This is also the aspiration of the adopted Kidlington Masterplan, Theme 3 of which is 'Strengthening Kidlington Village Centre,' with the objective being: 'To strengthen the Village Centre, increasing its mix of uses and vitality and its attractiveness to local residents, employees and visitors as a place to shop, work and spend leisure time during the day and evening.' None of the proposed allocations to meet Oxford's unmet need, which amount to a total of 4,400 dwellings, would help to achieve this objective, however, as they are all located well away from Kidlington Village Centre, with the most significant amounts of development being allocated on the northern edge of Oxford; and at Begbroke and Yarnton.</p> <p>Changes Sought</p> <p>Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.</p> <p>Reasons for Participation</p> <p>J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.</p> | | | | | | | |
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
| 1101 | <p>Comments</p> <p>In order to increase footfall to Kidlington Village Centre it is important that some of this development is located much closer to the village centre. One such site is the J A Pye (Oxford) Ltd land at Webb's Way (as indicated on the attached Site Location Plan L02) and there are also other potential sites that could be allocated, as indicated in the council's HEELA and Green Belt Study. Allocating the land at Webb's Way would also enable a significant contribution to be made towards providing green infrastructure in the area in accordance with proposed policy PR5, which requires development proposals meeting Oxford's unmet need to show how multi-functioning Green Infrastructure can be provided including the restoration or re-creation of habitats; biodiversity enhancements; informal and public open space and movement corridors. The Landscape & Visual Appraisal (January 2017) carried out by Aspect, which is submitted with these representations, indicates that the south western part of the site is well contained, being adjoined by residential development on three sides and a hedgerow on the other and has the capacity to accommodate sensitively designed residential development. The north eastern part of the site is more open and this part of the site would be a suitable location for landscaped public open space and wildlife habitats.</p> <p>Changes Sought</p> <p>Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.</p> <p>Reasons for Participation</p> <p>J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.</p> | | | | | | | |
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
| 1105 | <p>Comments</p> <p>It is not considered therefore that the impact on the Conservation Area is a valid one for rejecting allocation of the Webb's Way site. The Council acknowledges that the Webb's Way site is located in a suitable location to accommodate Oxford's unmet need and has good access to services and facilities in Kidlington. Although the Webb's Way site is a relatively small site, it is important to allocate a mix of housing sites, as smaller sites have the benefit of enabling development to come forward at an early stage in the plan period as significant infrastructure provision would not be required, thereby enabling an early contribution towards meeting Oxford's unmet housing need. In addition, the impact of developing a small site adjoining the existing settlement of Kidlington would have a much smaller impact on the purposes of the Green Belt than the large areas which it is proposed to allocate under policies PR6a and PR6b, which are located in a critical location in the Kidlington Gap as set out in the accompanying Green Belt representations. It is therefore considered that the failure to allocate land at Webb's Way, Kidlington does not represent the most appropriate strategy when considered against the reasonable alternatives and the plan is therefore unsound in this respect.</p> <p>Changes Sought</p> <p>Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.</p> <p>Reasons for Participation</p> <p>J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.</p> | | | | | | | |
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
| 1104 | <p>Comments</p> <p>Appendix 4 of the council's HEELA states that the site (HEELA168) 'is considered to be unsuitable for development as the site is an important open space within the Church St Conservation Area & provides a rural setting for the church and its environment.' While it is accepted that this is the case with the outer fields which are not proposed for development, it is not the case with the inner field, which is screened by a continuous thick hedgerow on its eastern boundary. Aspect's comments on the potential impact on the Conservation Area are contained in paragraph 3.7 of the Landscape & Visual Appraisal of Land at Webb's Way (January 2017) , where they state that: 'It is considered however that, on the ground, the south western part of the site is not readily perceived and does not appear to contribute to the setting of the Conservation Area, particularly when compared to the more open network of fields to the north east which are publicly accessible and from which views towards the church are available. This part of the site does not appear to be related to the listed buildings or the setting of the Church or Mill End. It is acknowledged that the proposals will change the character of the site, however, various post- war residential developments to the south east and north west of the site, immediately adjacent to the Conservation Area and the listed buildings of Mill Street have been integrated without harm to the setting of these buildings or the wider designation. It is considered that a sensitively designed development can be integrated without compromising the perceived landscape setting of the listed buildings or Conservation Area. '</p> <p>Changes Sought</p> <p>Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.</p> <p>Reasons for Participation</p> <p>J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.</p> | | | | | | | |
| PR-C-0438 | 07/10/2017 | Jim | Briden | | | | N | |
| 1109 | <p>Comments</p> <p>Objects to Policy PR6b as unsound and unjustifiable. The proposal to move North Oxford Golf Club would be laughable if the implications for creating urban sprawl were not so serious; and the contrast with the city's obsession in preserving Oxford (Southfield) Golf Course exposes the narrow self-interest that is embedded in the city's demands.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0449 | 09/10/2017 | Lynne | Tighe | | | | | |
| 1131 | Comments | | | | | | | |
| It is believed these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. Oxford's local plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0458 | 06/10/2017 | Malcolm | Austen | | | | | |
| 492 | Comments | | | | | | | |
| Objection made to Policy PR 6(b) to build 530 houses on the current North Oxford Golf Course, owned by two Oxford Colleges and the University Press. This land has been utilised as a golf course since 1907, providing a formal sports facility for players of both sexes and ages ranging from junior to senior. It would mean the loss of one of Oxfordshire's finest and most picturesque courses for the use of current and future generations. The course also provides an excellent wildlife habitat for many species of birds and a host of bugs, beetles and all sorts of insect and pond life. . It appears to be illogical to tear up a golf course that has been established for 110 years only to then suggest a site (PR 6c) as a 'potential' new course. The cost to provide a new course does not appear to concern Cherwell District Council, but expect the players, who have contributed to the upkeep, improvement and maintenance of the course and facilities throughout the years, to bear the cost. C.D.C have effectively cast a 'blight' over the club and course and appear to have no concern for their action. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0459 | 06/10/2017 | Tim | del Nevo | | Y | Y | N | N |
| 494 | Comments | | | | | | | |
| Does not believe that the proposal to develop this land is in compliance with national policy and in particular with the NPPF. It seems to me that Oxford's housing need has not been properly calculated. Indeed how could it have been when Oxford's Local Plan does not yet exist ? In addition, the government has recently proposed that the way in which housing needs are calculated is to be changed. Examination of the Cherwell proposals should, in my opinion, be suspended until Oxford's housing needs are known and firmly established. I do not think that allocating this land for development, presently the North Oxford Golf Course, forms the basis for a sensible or safe policy. The golf course has been there for very many years and is well used. It has an active membership and its loss would be missed. The club has no wish to move and has no resources to create a new course on the land at Frieze Farm. The development of the land on PR6a and PR6b would cause the coalescence of Oxford with Kidlington, something that has consistently and rightly been resisted for several decades. Does not think that this should be allowed. All the more so as the additional traffic that would be generated would exacerbate the already dreadful traffic congestion and air pollution in the area. Understands that Exeter College, the owner of Freize Farm, as part of Cherwell's Local Plan Options in November 2016, put forward a detailed and comprehensive representation showing how the land could be used to create a discrete and sustainable village community which would not cause the coalescence of Oxford and Kidlington. If part of the Green Belt has to be built on, why not on Frieze Farm ? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Until Oxford has a Local Plan in place and until the local housing need is firmly established using the government's revised method of calculation, believes that the present process should be held in abeyance. | | | | | | | | |
| PR-C-0471 | 08/10/2017 | Richard | Whitlock | | | | N | N |
| 1151 | Comments | | | | | | | |
| Sites PR6a and PR6b are large expanses of open land forming part of the key gap separating Oxford from Kidlington. They meet all of the purposes of a GB. In addition, development of site PR6a would involve the loss of attractive open farm land and seriously harm the character and setting of St. Frideswide's Farmhouse, an idyllic 16th century Tudor stone house listed as Grade II *. Site PR6b is a well-established golf course, that provides a valuable sports facility, and its loss, with the consequent need to replace it elsewhere, makes little sense. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0487 | 07/10/2017 | Brigadier M J F & Dr A R | Stephens | | | | | N |
| 5409 | Comments | | | | | | | |
| Object to policies PR6b and PR6c and contend that the proposed submission plan is unsound, inadequately researched and, as a result, not justified at this stage. While not immediately affected as a resident of Eynsham, we have taken time to study the proposed plans, particularly Policy PR6b, as they affect us as long-term members of North Oxford Golf Club (NOGC). Much work has been put in to produce a very lengthy document but the brief comments on the subject in paragraph 21 of PR6b on page 99 clearly demonstrate that the proposed plan as it relates to NOGC has not been adequately examined on the ground and the ramifications of destroying a 110-ten year old and very well used golf course in the Green Belt have not been given adequate consideration. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0499 | 30/09/2017 | Alan | Oliver | | | | N | N |
| 1189 | Comments | | | | | | | |
| 1. The sites are on Oxford GB. GB's remain Govt. policy. Land between N Oxford & Kidlington is unique as it fully accords with the 5 GB purposes as per para 80 of the NPPF. GB's are designated to manage the location of new development, they would not exist were there not pressure to develop on them. Such pressures cannot be considered exceptional circumstances. As per para 84 of the NPPF there's no evidence of alternatives being considered i.e.. using allocated, undeveloped employment land in Oxford for housing & promoting employment growth outside Oxford, creating a better balance between where people live & work. Have the LA's co-operated in looking at alternatives? This land being GB also complies with para 81 of the NPPF. It is used for sport & recreation, is biodiverse & visually pleasing. 2. The identified housing needs rely on an outdated study which has never been independently assessed. Revised Govt. figures indicate a reduced requirement. It now seems there is no need to build on GB. Even if there is a need on this scale, it is a poor location to meet Oxford's needs, being adjacent to a London commuter rail line & in the expensive part of Oxford. The private housing will likely attract London commuters & wont provide affordable homes for people with jobs in Oxford. It is evident that many house buyers in N Oxford are those moving from London & continuing to work there. 3. Unsound in allocating NOGC for housing & not taking into account NPPF para 74. Understand NOGC weren't involved in discussions prior to this. NPPF Para 74 says existing sports facilities shouldn't be built on unless it assessed as surplus to requirements or replaced by equivalent or better provision. No such assessment has been made. NOGC, a well established & thriving club with 475 members & 3000 visitors p.a. Its clubhouse is used by the wider community. As a flat course, it is especially suitable for seniors. NOGC is needed. It is not sound practice to propose allocating land for housing & to carry out a retrospective assessment of the need for a golf course. We need this space for the health & wellbeing of locals. The land at Frieze Farm as a replacement GC, appears to be an afterthought. It is too small. Building a new GC on a similar sized site to NOGC would cause H & S issues unless mature trees were in all the right places. No indication shown on how it could be financed or developed. Apparently the landowners have stated to NOGC that they have no intention of providing another GC or providing the level of funds that would be needed. The mature landscape central to the current GC couldn't be replace in reasonable time & therefore the 2nd criterion of para 74 cannot be met. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Killington Gap retained. | | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0499 | 30/09/2017 | Alan | Oliver | | N | | N | |
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1190

Comments

4. NOGC is a biodiverse landscape. Containing different tree species & 55 recorded bird species & pond life. The NPPF states this is important for health & wellbeing. It is much valued by locals. Land N of Cutteslowe Park is also important in this respect, changing the open nature the Parks. It is a well used facility. 5. The development will put further pressures on transport & other infrastructures. Seemingly funding bids for infrastructure are being made to cater for growth, but funding has not been secured. Growth shouldn't be approved until infrastructure can be provided & it's demonstrated that any proposed measures will be effective. Traffic in the N Oxford area is already severe. Work on the 2 roundabouts hasn't improved this. More housing will add to congestion & air pollution. Oxford has good public transport provision, but not all who work/live locally will use this. Increased housing & employment levels will add to congestion with its health implications. It will reduce Oxfords' attractiveness as a business location & place to live. Putting more housing & employment in this area cannot be viewed as sustainable. There are also severe existing pressures on other services including health and education.

Changes Sought

The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Kidlington Gap retained.

Reasons for Participation

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| PR-C-0500 | 30/09/2017 | Gill | Oliver | | N | | N | |
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1191

Comments

1. The sites are in the Oxford GB. GBs remain Government policy. The Kidlington Gap land is in GB and fully meets all 5 of the purposes of GB set out in para. 80 of the NPPF. GB's are designed to manage the location of new development and would not exist were there not pressure to develop within them. The existence of such pressures cannot therefore be considered exceptional circumstances. There is no evidence (as per para 84 National Planning Policy Framework) that serious consideration and cooperation by local authorities has been given to alternatives such as using allocated and underdeveloped employment land in Oxford for housing and promoting employment growth outside Oxford to create a better balance between where people live and work. This land is also used positively for outdoor sport, recreations and has value for biodiversity and visual amenity. 2. The identified need is based on an outdated study and revised Government figures indicate a much reduced requirement. This is a poor location to meet Oxford's needs as it is adjacent to a commuter rail line to London and in the most expensive part of Oxford for housing. Therefore will likely cater for London commuters rather than provide the required affordable housing. 3. Para. 74 of the National Planning Policy Framework says that existing sports facilities should not be built on unless an assessment is undertaken showing it is surplus to requirements of replaced by equivalent or better provision. No such assessment as been made. It is understood that the Golf Club were not involved in discussions prior to the allocation. The Golf Club is well established, thriving club whose facilities are also used by the wider community. As a flat course it is particularly suitable for senior members. This facility is clearly needed for the health and well-being of residents. The allocated land at Frieze Farm as a replacement golf course is seemingly an afterthought with no indication of how it could be developed or financed. The mature landscape central to the current course could not be replaced within a reasonable timescale. This creates major health and safety issues and does not meet the second criterion of Para 74. 4. The golf course is valuable in terms of biodiversity and landscape, containing 25 different tree species and 55 regularly records bird species as well as pond life. There would also be a negative impact on the open nature of the land to the north of Cutteslowe Park. 5. Further pressures will be put on transport and other infrastructures. No funding has been secured for further infrastructure and growth should not be approved until it can be demonstrated that any proposed measures will be effective. It has been reported that the recent works on the 2 roundabouts have not improved queue times. More housing will add to congestion and air pollution, put pressure on health and education services, as well as reduce the attractiveness of Oxford. It is difficult to understand that putting more housing and employment in this area can be viewed as sustainable.

Changes Sought

Housing allocations in Kidlington Gap should be removed from the Plan and GP designation of Kidlington Gap retained.

Reasons for Participation

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| PR-C-0510 | 08/10/2017 | Rachel | Walton | | | | N | |
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1219

Comments

GB is designed to protect from overdevelopment. If PR6 and /or PR7 are permitted, Kidlington, Yarnton and Begbroke will become victims of urban sprawl and become a suburb of Oxford. This GB should not be sacrificed as it will irrevocably damage the countryside, wildlife and biodiversity of North Oxfordshire, reducing quality of life for local residents.

Changes Sought

Reasons for Participation

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|------------------|------------|-------------|------|--|--|--|--|--|
| PR-C-0516 | 25/09/2017 | Christopher | Lane | | | | | |
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1234

Comments

Objection as a local resident, member of North Oxfordshire Golf Club and Oxford Ornithological Society to building houses on the golf course. The late offer of Frieze Farm as a replacement course is presumably to avoid contravening the government's National Policy Framework regarding the re-use of sports facilities. Why destroy a hundred years old course to rebuild it a few hundred yards away? The City's search for affordable housing is understandable, but is this provision likely to satisfy local housing needs, rather than attract wealthy buyers living along the Chiltern line? The land occupied by the golf course fully complements the raison d'etre behind the creation of the GB. It is a bulwark against urban sprawl, separating the city from the village of Kidlington, and with its 80 acres of manicured grounds, its pond and beautiful trees (it would be an outrage to fell them) making a healthy contribution to the environment. There are a variety of birds which are found there throughout the year, from woodpeckers and warblers to several different raptors, some fifty species in total. The Council may not appreciate the extent to which this club is valued by its members, young and old, and by other visitors. The health benefits of getting people out in the open air in pleasant surroundings yet close to the centre of a major city are obvious. So why close down such an attractive course?

Changes Sought

Reasons for Participation

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| PR-C-0518 | 25/09/2017 | Zoe | Christodoulou | | | | N | |
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1240

Comments

Objects to PR6b. The use of GB land for meeting Oxford's unmet housing need is not justified & not consistent with NP. There can be little justification in building on the current perfectly adequate golf course, & moving the golf course a few hundred yards. It is now common knowledge that this site 6c is also being considered for housing. I can only conclude from this that this amenity will be lost forever. Allowing development on the "Kidlington gap"(PR6a & b) will completely remove Kidlington's identity as a separate village. Kidlington will become a suburb of Oxford in it's increasing urban sprawl, which the GB is meant to prevent. This proposed site will encroach on the countryside, which once gone will be lost forever. The increased traffic into the local roads will lead to more congestion & increased journey times both by car or public transport. The likelihood is that housing here will do little to ease Oxford's housing problem as the proximity to Oxford parkway means that a large proportion will be purchased by Londoners who will then commute back via the train.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0519 | 25/09/2017 | Sian | Robbins | | | | N | N |
| 1245 | <p>Comments</p> <p>Objects to PR6b. It is not a justified or proven requirement & is inconsistent with national policy. New Govt. methods for calculating housing need indicates that 30% fewer houses are required in Oxfordshire than previously forecast. Consequently the basis for allocating housing to accommodate Cherwell & Oxford City's requirements are overstated & invalid. Less land will be required to accommodate development & there are no exceptional circumstances to warrant the release of land from the GB. Without prejudice to the above point, proposals to release Cherwell's GB to meet Oxford's needs are premature & unjustified as Oxford City is in the process of reviewing its LP & has not yet determined how much housing development can be accommodated on land within the City's boundaries. PR6b lies in the Kidlington Gap (core GB that separates Oxford & Kidlington). Development here would be in direct contravention of the fundamental aim of GB policy, preventing urban sprawl by keeping land permanently open. The Kidlington Gap serves all the five purposes of the Green Belt (lists the 5 purposes) & it is strategically important. It is a clear example of an open area preventing the coalescence of settlements, checking unrestricted sprawl & safeguarding the setting & character of historic Oxford city. Its loss would fundamentally undermine the principles of GB policy. PR6b is unsustainable on its own & in conjunction with other planned releases from the GB for housing. Infrastructure & services in & around Oxford are already under strain i.e.. Schools, hospitals/healthcare & roads. There is no capacity for major additional development. The infrastructure & services of Oxford & its surrounds are already beyond capacity. Further population is unacceptable. The road network in the immediate & wider environs are already highly congested. There are no clear, identified & funded proposals in the Plan to address these issues.</p> <p>Changes Sought</p> <p>Delete PR6a housing allocation on land to the east of Oxford Road. Delete PR6b housing allocation on land west of Oxford Road. Delete PR7a housing allocation on land south east of Kidlington. Delete PR7b housing allocation on land at Stratfield Farm. Delete PR8 housing allocation on land east of the A44</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0529 | 08/10/2017 | John | Tremlett | | | | | |
| 1295 | <p>Comments</p> <p>Support for Cherwell Local Plan 2011-2031 (Part 1). Obvious need for new houses in area. While GB is valued it should be used as an aid to creating good plans, not a straight-jacket to frustrate them. The land of PR6a is not of high amenity visually or practically. and is ideally suited to housing. Land for PR6b is equally suited to housing, and I have no objection to moving the golf course further away from the centre of Oxford. Oxford has great opportunities to grow, in enterprise and in employment. The notion that business should be denied land so that housing needs can be met is absurd. Gaps in the current plans should be addressed in due course. In particular transport, for cars, bikes, and pedestrians need careful attention. I should particularly like to see proposal for a safe and quiet footpath between the existing housing in the area of Harbord Road and Five Mile Drive, and Oxford Parkway Station.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0531 | 09/10/2017 | Ben | Staveley-Taylor | | | | N | N |
| 1305 | <p>Comments</p> <p>These comments apply equally to PR6a and PR6b. The GB reserved areas between North Oxford and Kidlington provide a critical buffer between the two areas. If they are allowed to merge, then Oxford and Kidlington become one large sprawl. Already the A4165 Oxford Road is hugely over-congested, with stationary traffic every day in the morning rush hour, and this would just make matters worse. PR6a and PR6b are undesirable developments which violate national GB planning policy. A non-urban buffer zone in this area must be maintained. Maybe a legal justification can be forced through but it is entirely unwanted by local residents and would be vigorously opposed.</p> <p>Changes Sought</p> <p>Drop PR6a and PR6b. Housing needs can be met by expanding other areas if necessary.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0532 | 03/10/2017 | David | Fitchett | | | | N | Y |
| 1308 | <p>Comments</p> <p>1. Proposed density means expensive 'commuter' houses will be built not meeting Oxford City Council's unmet housing needs. 2. Golf course has been in existence for over a century and matches all purposes of GB set out in Government's National Planning Framework. 3. This land and natural habitat is well cared for and should remain as a green lung between Oxford and Kidlington. 4. The National Planning Framework (Para4 under "Health") states that sports facilities should not be build on. Not a viable proposition to relocate this to Frieze Farm - takes decades to mature and establish a customer base. With keen competition no business case could be made that would justify the setup investment costs. 5. The course is extremely well played with nearly 500m members and over 3000 visitors annually. Contrast this to football pitches which only get used twice a week. 6. Is also a well used community facility for various functions. 7. The club is a business employing some 20 staff and contributing to the local economy. 8. Important countryside cultivated with over 25 tree species specially planted and maintained. Includes strategic water features creating habitat for many flora and fauna with some 55 bird species ranging from gold crests to buzzards. 9. Traffic flows already horrendous and due to worsen with Northern Gateway development. Even more houses will make congestion unbearable. 10. Many under utilised areas around Oxford could be developed - why take away land that is serving a useful purpose for the community.</p> <p>Changes Sought</p> <p>Take North Oxford Golf course (PR6b) out of the Plan completely</p> <p>Reasons for Participation</p> <p>Because I do not believe the Councillors have all the facts</p> | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0535 | 05/10/2017 | Donna | Bennett | | N | N | N | Y |
| 1312 | Comments | | | | | | | |
| <p>The exceptional need to build 530 homes on this area due to few alternative locations being available is not proven, convincing or justified. This planning solution for meeting housing needs is insensitive towards overdevelopment to nearby villages, as well as the preservation of already too little remaining natural space and wildlife. How could this possibly therefore be effective or result in potentially healthy new living space? Using small bit of green space left would only be a temporary measure with irreversible consequences. Infrastructure plans are afterthoughts not actually agreed, funded or guaranteed by potential developers. The current infrastructure in surrounding areas, currently and rapidly deteriorating need to be fully considered before further demand. Only, and at best are 50% of these homes planned to accommodate housing needs which means that the remaining land will be used purely for property investment. Property investor's interests should surely not be underlying necessities in any GB development state as an exceptional cause? Justifying this plan as an exception to meet urgent needs therefore is not in compliance with the national GB policy. It cannot be denied that using this green space will have a negative effect n the quality of lives of those living around this area. Decision making by any parties that stand to profit from the success of this planning should not be allowed. GB space is labelled as such to cap the area from inevitable demand of expansion. This development would link Kidlington to the outskirts of the city centre. This urban sprawl will change the environmental surroundings with a result n having to eliminate a small but precious pocket of wildlife in the wooded area as well as the protected green space of the golf course. The high quantity of housing threatens the already deteriorating infrastructure Decision makers for these plans should rely heavily on those it affects.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>Changes to Plan 6b - so that it is more legally compliant and sound. 1. If using our GB areas is truly the only option for development then Cherwell should decline and point to other solutions such as a. Brownfield sites within Oxford or further out. b. Current and numerous vast amounts of land either being reserved for commercial use (much of it not looking very utilised or successful). 2. Ensure affordable housing is defined and that proposed housing estates are more than 50% (at least 65%) toward the housing need, not the interest of property investors. 3. Current infrastructure problems to be considered by developers as a paramount concern. 4. Funding of infrastructure plans to be agreed and legally bound by property investors before the start of any development. 5. The decision making process should be ultra-sensitive and rigid to the aesthetics at risk.</p> | | | | <p>I am a concerned as a long time resident that these plans will affect. I am also aware and understand these plans and their implications involving both current and future residents. I strongly believe I am competent and justified to be involved in ensuring that alternatives, and fair compromises are met</p> | | | | |
| PR-C-0536 | 06/10/2017 | Judith | Haverty | | | | | N |
| 1320 | Comments | | | | | | | |
| <p>Proposal not consistent with national policy because they do not take into account the detrimental effect removing large areas of GB will have. Proposal fails to meet the test of soundness as defined in para 182 of the National Planning Policy Framework. Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature, not an appropriate strategy and is unjustified. Oxford City Council should be utilising their own unused land such as Lord Nuffield Grounds and Oxford Greyhound stadium before pushing housing to other districts. It is unlikely that low density housing will be affordable for key workers. Barton Park prices and the proximity to the train station will make this area very attractive to London commuters. Traffic congestion will just get even worse and no consideration has been put forward to alleviate this (in addition to the air quality hotspots). Cutteslowe Park and its infrastructure will be detrimentally affected by an obvious increase in its resources.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0544 | 02/10/2017 | Malcolm P | Hookman | | | | | |
| 1347 | Comments | | | | | | | |
| <p>The triangle of land occupied by North Oxfordshire Golf Club for last one hundred and ten years has become a veritable arboretum with a diversity of trees and hedgerows which are home to many species of birds and animals. The course itself is a tribute to its architect and has stood the test of time. Memberships consists of a good mix of age groups and gender. It is well used by societies and casual players lending itself for all to be able to fit in a quick nine holes after perhaps a stressful day at work. There is an upgraded clubhouse providing an important income stream and can be hired by members and outside agencies. There are good public transport links. Over the years the club has raised many thousands of pounds for national and local charities. As a past President of the club and a member of 47 years standing I submit my objections and request that the planning committee take this recreational facility out of the proposed housing plan.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0547 | 09/10/2017 | Hilary | Fletcher | | | | | N |
| 1357 | Comments | | | | | | | |
| <p>Objects to building on GB. These proposals are not consistent with NP. They don't take into account the detrimental effect of removing large GB areas. They fail to meet the test of soundness as per para 182 of the NPPF. Oxfords LP has not yet been prepared. Thus CDC's allocation of homes is premature & is not an appropriate strategy & is unjustified.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0554 | 08/10/2017 | Lesley | Harding | | | | | N |
| 1378 | Comments | | | | | | | |
| <p>These proposals are not consistent with NPPF. They don't take into account the detrimental effect that removing large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. Oxford's LP has not yet been prepared so Cherwell's allocation of homes is premature, is not an appropriate strategy & is unjustified. GB boundaries should be meaningful. The existing boundaries of the Oxford GB should be upheld wherever possible. Current citizens have a responsibility to future generations. Oxford's GB exists to protect the countryside & individual communities. Once built on, this & the environment will be lost forever. It is vitally important that the rural landscape & open space be preserved, as it currently is by GB designation. CDC's policies seem to have no regard to the importance of the Oxford GB, & don't take into account other current new developments, e.g. Barton Park, traffic, transport, the likely availability of affordable housing under their policies, all of which would have to be resolved by Oxford. As Oxford has not yet made available its LP, Cherwell's policies seem particularly ill-timed.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0558 | 28/09/2017 | Mrs Caroline | Thompson | | | | | N |
| 5404 | Comments | | | | | | | |
| <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1421

Comments

CPRE is opposed in principle to the release of GB land – as is national planning policy. A very strong case therefore has to be made to establish the exceptional circumstances required for the release of GB land. The Cherwell Plan goes nowhere near making such a case; Cherwell’s electorate strongly supports retention of GB land as does Government Policy. There are a number of reasonable alternatives. The houses to satisfy Oxford’s ‘unmet need’ targeted at the Cherwell GB could not only, on the Council’s own admission, be sustainably built elsewhere in the District on other sites, or by increasing the density of build on existing sites, but also, at least to a considerable extent, within the City itself. Failing that, if there were genuinely no available option other than release of GB, national policy indicates that Cherwell would be expected to decline to do so and require other Councils to co-operate in meeting the unmet need Cherwell itself cannot satisfy. Additionally, during the course of the consultation, the Government published a revised Objectively Assessed Need (OAN) calculation, showing a total Oxford need of half that identified by the Oxfordshire Strategic Housing Market Assessment (SHMA). If adopted the new formula would make it certain that Oxford could accommodate all of its own housing need, and therefore there would be no “unmet need” for Cherwell to meet. The proposed OAN also reduces Cherwell’s own need by a third, meaning that even if there were any Oxford unmet need to be covered, it could be met within the surplus the new OAN creates in Cherwell’s adopted plan. This review is therefore premature and should be suspended at least until new “need” figures are crystallised.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1429

Comments

GB: CONCLUSIONS: 1. Government Policy and the Public Interest both require the GB to be permanent unless truly exceptional circumstances necessitate consideration of release. 2. Oxford unmet need is not an exceptional circumstance, firstly because it has not been defined and secondly because there are ample reasonable alternatives to accommodate it. 3. The LUC GB study was conducted on flawed principles and should be given little weight. 4. Cherwell have cited no other exceptional circumstances which hold any water – and their primary arguments – proximity to Oxford – is in fact a key argument for GB retention rather than release. 5. If at some future time an Oxford “unmet need” has been shown to exist and satisfactorily quantified, and if that requires any allocation to Cherwell, there are alternatives available to the District other than releasing GB land and therefore none should be released.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1428

Comments

THE GB STUDY No great weight should be given to the LUC GB Study. Its purpose was not to determine whether any of the GB made no, or an insignificant contribution to, the purposes of the GB since clearly all of the GB land contributes, and the loss of any would be harmful. Rather, in its own words, the GB Study has been commissioned by Cherwell District Council to assess the suitability of the strategic sites being promoted for development against the five purposes of the GB. In other words the sites had been pre-selected, as we showed above, in the face of GB policy, and targeting the most fragile point in the entire Oxford GB. LUC continue The considerations that will determine the most appropriate scenario, or combination of scenarios, will largely relate to the existing or potential environmental qualities and value of land, and to the sustainability of residential development. This will enable Cherwell District Council to consider whether there are ‘exceptional circumstances’ (under paragraph 83, NPPF) to justify altering GB boundaries through the Local Plan process, i.e. to enable existing GB land to contribute to meeting Oxford’s unmet housing need. That is, value is not primarily judged against GB purposes at all, but against environmental ones, and the sustainability of the land for housing development. LUC found that Release of areas identified as making a low contribution to GB could provide only 5.8ha of potential development land (4.13). Release of areas identified as making a low or low-moderate contribution to GB could, subject to consideration of cumulative impacts, provide 34.6ha of potential development land(4.14). Release of areas identified as making a low, low-moderate or moderate contribution to GB could, subject to consideration of cumulative impacts, provide 166.7ha of potential development land (4.15). Although as noted above, the judgment was largely not on GB grounds, moderate harm was considered acceptable in order to release a larger amount of land. LUC acknowledge that release of fragile GB 4.16 GB that occupies only a small/narrow area between separate urban settlements will tend to rate highly in terms of its role in preventing settlement coalescence. This exactly describes the land chosen for release; but LUC went on. However, if environmental assessment determines that this land lacks significant value then a case could be made for accepting the coalescence, or near-coalescence, of settlements in order to maximise the scale of development in one area. That is the, subjectively assessed low environmental value trumps urban sprawl and severe coalescence, the two founding principles of the GB. Further, they have targeted the very point at which the GB is already narrowest – the Kidlington Gap between Kidlington and Oxford – for release, directly creating the coalescence of two distinct settlements (It is material that Oxford itself is proposing to breach that same area from the South with a proposed development of St Frideswide Farm). The sites concerned are all at the exact point in the GB where coalescence of settlements (Oxford and Kidlington) is most threatened, with the built areas separated presently by a few fields. The proposed GB reviews, together with the release of the Parkway Station and Park and Ride would effectively merge the two settlements. Although Kidlington (population 13,000, 2011) is statutorily a village, it is larger than many towns, notably Thame (11,600) and Henley (11,700) in Oxfordshire.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1427

Comments

DUTY TO CO-OPERATE - The SHMA is explicit that Authorities are not expected to meet OAN (Objectively Assessed Need) in full if e.g. it would necessitate Green Belt development. It has been the unforced choice – not the requirement – of Oxfordshire’s Councils to agree to meet the SHMA need in full despite wide swathes of Oxfordshire being GB and AONB. It is therefore incumbent on Councils to take on each others’ “unmet need” if it would otherwise require GB land to be released. As shown, Oxford’s unmet need is very far indeed from being quantified or crystallised, but, if it were, it would be the duty of other Councils to assist Cherwell in meeting its part of that need without releasing GB land, not least by assisting Cherwell to understand how to do so within its own borders. There is no evidence that this has been attempted. Finally, the new OAN calculation proposed by the Government during the consultation defines “need” as the figure shown in the Government’s own tables on household projections. This is overlaid in the proposed calculation with an arbitrary (and ill-conceived) uplift intended to reduce house prices. It is also accepted that local authorities may if they wish further inflate their housing targets to provide further economic growth than that already included in the government’s base tables. However, it is submitted that these latter two elements cannot be defined as “need” and neighbouring Councils have no duty to co-operate in meeting them.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N

1426

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT (continuation)
 c. Even if there were no reasonable alternative sites, and even if densities on allocated non-GB sites could not be increased, the release of GB land could be substantially reduced. The total GB land proposed to be released is 264 ha. 10 hectares is proposed to be released for the station and Park and Ride, which already exist on GB land. There is no obvious rationale for the release. The net GB land to be released for housing is 254 hectares However within this area only 153 hectares is proposed to be actually used for housing, with the rest being allocated for sport, nature, agriculture etc., all legitimate GB uses. On the residual land 3990 houses are proposed at a density of 26 dph (although an average of 34 is claimed in the Plan). If build densities were increased to urban levels – the Council’s stated Policy is to treat these incursions for Oxford’s unmet need as urban extensions – then 70 houses per hectare, utilising only 37% of the land would be appropriate. This would require only 57 hectares, all of which could be comfortably accommodated on PR8, the least damaging in terms of coalescence and the Kidlington Gap of all these sites.

Changes Sought

Reasons for Participation

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1425

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 2. If Oxford’s unmet need were realistic could it be met elsewhere in Cherwell than in GB? a. Yes, it could be met on non-GB sites. Cherwell found that the required number of houses could sustainably be built elsewhere, outside the GB, at Junction9 M40, Arncoth, Bicester and surrounding area, Upper Heyford, Junction 10 M40, Banbury and surrounding area. They rejected these alternative sites because they might upset the evolution of the current adopted plan – although why competent planners would not be able to deal with that problem, if real, is not apparent; because there might be shortfalls, although why these should be greater for Oxford’s unmet need than for Cherwell’s own need was not explained; and more dispersed options provided less opportunity for strategic infrastructure investment (e.g. transport and education), although why this would be the case for, for example, Upper Heyford which is already targeted and developed, or for other centres which already benefit from services, is not explained. The overriding reason for their rejection however was clearly that they were less well situated (than the GB sites) to build communities associated with Oxford, to assist with the delivery of the Oxford Transport Strategy, to provide affordable transport options, and more likely to involve commuting. It is significant that even GB sites like the previously developed Shipton Quarry, were rejected as Development here would relate to Shipton-on-Cherwell, not Oxford. Therefore the parcel plays no role with respect to this purpose (Oxford’s unmet need). Simply put, this amounts to saying that all reasonable alternatives were unacceptable because they were not in the GB, or, if they were in the GB, were too far from Oxford. It is an argument that urban sprawl into the GB is justified by the fact that only GB sprawl could (by definition) be close enough to the City; in other words it is an argument not just for nibbling at the GB but for undermining its core purpose. It is clearly unacceptable in its own terms. Further, the proposed new OAN calculation would reduce Cherwell’s own need by 33%. The effect of this would be that 33% of the housing trajectory in the Council’s adopted plan would be superfluous to Cherwell’s own requirement and therefore available to satisfy any unmet needs of neighbouring authorities that might arise. b. The unmet need could be met by marginal density increases on generally low density allocated sites. Policy BSC2 in the adopted plan states New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development. Yet Policy Bicester 1 allocates 380 hectares to just 6,000 homes which is 16 houses per hectare. Assuming for these purposes that 30 dwellings per hectare is the average across the District, the sites to which the present 22,800 homes are allocated would need to increase build density by just 5%, to 36%, to accommodate all of the “working assumption” of Oxford’s unmet need. This would still be less than half the density of Central Paris or Barcelona, or Islington in London. Higher density build would also mean smaller houses, of which 63% of Oxfordshire’s SHMA need is comprised, and thus better meet public requirements. High densities also reduce the need for car travel and create a stronger sense of community.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y | | |
| 1424 | <p>Comments</p> <p>OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 1. Is the Oxford unmet need real or realistic? Cherwell argues that an “exceptional circumstance” exists in the Inspector approving the adopted plan having added a requirement for “a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford GB, “once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, IS FULLY AND ACCURATELY DEFINED”. (Our emphasis) It was our view at the time that the Inspector could have exceeded his remit as there was no evidence before him suggesting that further development in Cherwell was impossible without breaching the GB, nor of the precise quantum of Oxford’s unmet need (if any existed) or the capacity of other Districts to accommodate it. However it is relevant that he proposed a Review only AFTER Oxford’s unmet needs were fully and accurately defined. They still are not, and a review is therefore premature even on the Inspector’s terms. According to the City Council in a report to Scrutiny Committee (12th June), the agreed unmet need allocation, is used as a working basis for current local plans in Oxfordshire which will be updated when the Oxford Local Plan is completed. In other words it is presently neither fully nor accurately defined, as the Inspector had required it should be. Oxford has only now started its own Local Plan process to reflect the Oxfordshire Strategic Housing Market Assessment (SHMA), three years after it was published, and long after Oxfordshire’s other Districts. Its draft Local Plan gives no figure for unmet need, or for the City’s capacity to meet it. However, taking Oxford’s overall “need” to be for 28,000 houses over the plan period, CPRE argues that at least 26,000 could be provided inside the City itself by switching employment sites – the use of which for employment would only exacerbate the housing need the City Council describes as being its Number One priority to overcome – to housing, and increasing densities on all sites to compact city levels. That is even before the outcome of a review of further sites to which the City refers in its plan. (See Oxford/Densities paper attached) Consequently the Inspector’s condition, that Oxford’s unmet need should first be “fully and accurately defined” is nowhere near met, and, further, there would be little or no “unmet need” for other Authorities to consider. In any event, a “working assumption” of need cannot be an exceptional circumstance justifying GB release, especially when it is likely to be extremely inaccurate. Finally, during the course of this consultation the Government has proposed a new OAN formula to replace the SHMA (on which all the Review numbers are based). This new formula, if adopted, would reduce Oxford’s total annual housing need from a SHMA mid-point of 1400 per annum to 746, that is by 47%. This would in turn reduce “unmet need” by two thirds, even before taking into account that the City should use employment land to satisfy existing housing need rather than exacerbate it and build at densities appropriate to cities. The new OAN is at the very least further evidence that the level of unmet need this review seeks to satisfy is neither fully nor accurately defined.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | | | |
| 1422 | <p>Comments</p> <p>The primary duty of a Local Authority must be to the people it represents. In an independent market research exercise, with a very high sample size, conducted across Oxfordshire by Alpha Research of Thame in April 2015 respondents were specifically prompted that there was considered to be a need for more housing, and of the extent and purpose of the GB, before being asked whether the GB, should be developed for that, or indeed any other, purpose. Their answers were therefore fully informed by recognition of housing need. 76% of respondents considered that the GB should remain undeveloped; 66% considered housebuilding the greatest threat. Although polls have something of a tarnished reputation, this has resulted from situations where marginal inaccuracy can lead to wholly incorrect forecasts in narrow binary decisions. In this case the sample size was so large and so representative, and the outcome so conclusive, that whilst there might be up to a 5% margin of error, this would not be capable of affecting the result, or its scale. Further, this is in line with previous polls, adding to confidence that it accurately reflects public opinion. The same exercise showed that in North Oxfordshire – closely correlating to Cherwell - the outcome was hardly less conclusive, with 71% of respondents supporting the proposition that the GB should not be developed for housing or any other purpose. This was despite years of constant media campaigning by the City Council that Oxford has “no option” but to spread over the GB unless people are to go homeless (a wholly fallacious claim). Despite the City’s campaigning, 73% of non-homeowners, and 74% of C2DEs agreed that the GB should not be developed for housing. In other words, the people who would be expected to have been the most responsive to the City’s campaigning rejected GB development almost as strongly as the general population. Indeed 73% of the City Council’s own constituents rejected it. There can be no doubt that the people both of Oxfordshire, and of Cherwell itself, reject GB development in principle, and this must be given great weight in any consideration of doing so.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y | | |
| 1420 | <p>Comments</p> <p>Government Policy requires development in the GB to be the very last resort, only to be considered if there is no alternative. Cherwell has stood that Policy on its head by making building in the GB its very first choice, rejecting what it accepts were reasonable alternatives. Cherwell says that building as close to Oxford as possible trumps all other considerations. Since Oxford is surrounded by GB, that has led them to select not just GB sites, but the very closest GB sites to the City, at the Kidlington Gap, where the GB is most fragile, just a few fields wide. It is those few fields the Council plans to build on, flatly contrary to GB policy, and the known wishes of the overwhelming majority of its electorate. If the Council gets away with this plan, it will also, again contrary to GB policy, cause the merger of Yarnton and Begbroke into Kidlington; expose Kidlington itself to being engulfed by the predatory City Council which has sought to subsume it for at least thirty years; and also, by declaring that proximity to Oxford is itself an exceptional reason to build on the GB which surrounds the City, fundamentally undermine its very purpose, risking opening the whole GB to development.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y | | |
| 1419 | <p>Comments</p> <p>Not Positively Prepared. Not Justified. Not Effective. Not Consistent with National Policy.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1418

Comments

TRANSPORT - THE PROPOSED NEW STATION AT KIDLINGTON/BEGBROKE. The initial proposals for the development made great emphasis on the provision of a new railway station “between Kidlington & Begbroke”, the implication being that this station would cater for the needs of residents to reach their places of employment in Oxford and that therefore the housing plans are more sustainable. The relevant railway line is that from Oxford and the south to the midlands and north via Banbury. It is intensively used with half hourly cross-country trains and frequent freights including regular intermodal trains from and to Southampton docks. There is also a local service of 12 trains per day each way (9 on Saturdays, 3 on summer Sundays, none on winter Sundays) calling at the intermediate stations at Tackley, Heyford & Kings Sutton. North of Aynho Junction, as far as Banbury, these trains all have to interwork with the three trains per hour on the Chiltern Line to and from London Marylebone. There are presently no proposals for a new station on this line, nor are there likely to be. Neither Network Rail, Oxfordshire County Council nor any train operator has any aspiration for a station here. It does not feature on any relevant route study or strategic proposal. For example, we note that no such plans have been included in the Oxfordshire Infrastructure Strategy, signed off by the Oxfordshire Growth Board in September 2017, which claims to 'provide a view of emerging development and infrastructure requirements to support growth from 2016 to 2031 and beyond'. This includes a description of numerous rail improvement projects both pre and post 2031, as well as listing infrastructure priorities for the A40 Corridor, but gives no mention at all to a new station in this area. Journey time for the local trains is 30 minutes and they only just slot in between the other services; in other words, a train leaving Banbury soon after the previous southbound train only arrives in Oxford just before the next one. To add an extra stop on the route would make this pathing issue even more tricky. It would be possible to accelerate the journey time with electric trains which have better acceleration and deceleration rates and thus allow an extra stop in the same timetable but although the previous government did announce a scheme to electrify this railway as part of its “electric spine” in 2012, this has been deferred and there is at present no prospect of this happening. Great Western Railway (GWR) operate the local trains and they do have an aspiration to increase the frequency to a train every 90 minutes across the whole day but it is only an aspiration, not a timed commitment. Even that frequency is not really sufficient to attract substantial numbers of commuters to use rail on a daily basis. For that a half hourly service level is, these days, a basic requirement. The station at Oxford Parkway, opened in October 2015 and connected to Oxford station in December 2016 has in any case now become the railhead for Kidlington, swathes of north Oxford, Headington and surrounding villages. The rail industry as a whole is thus utterly unlikely to wish to commit to another new station “between Kidlington and Begbroke”.

Changes Sought

References to the station should be removed from the Plan as it is not deliverable within the lifetime of the Plan and therefore is not effective. Any element of development that is dependent on this station being delivered should be removed from the Plan as unsound. Plans for additional housing in north Oxford/south Kidlington should be put on hold until the Oxford to Cambridge Expressway route is settled, the East West railway is re-opened and the full extent of the expansion of Bicester is agreed, with its possible new transport infrastructure.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. We would like to attend the oral part of the Examination.

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|------------------|------------|-------|----------|------------------|--|--|---|---|
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1423

Comments

The NPPF states that one of its Core Planning Principles (para 17) is to take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the GBs around them, and noting (at para 79) that the fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open. Paragraph 83 states that once established, GB boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. The recent Housing White Paper, clarifies what the steps before a finding of “exceptional circumstances” should be, when local authorities can demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements. Amongst these “reasonable options” which Local Authorities must demonstrate they have considered before there can be the “exceptional circumstances” required for review/release of GB land are: • making effective use of suitable brownfield sites and the opportunities offered by estate regeneration; • the potential offered by land which is currently underused, including surplus public sector land where appropriate; • optimising the proposed density of development; and • exploring whether other authorities can help to meet some of the identified development requirement. Although not yet law, the White Paper illustrates how high the hurdle for exceptional circumstances must be, given that the NPPF’s “fundamental aim is keeping GB land permanently open”, and the need to show there are no “reasonable options” before considering GB release.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.

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| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | | | N | N | Y |
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1439

Comments

Strong disagreement with the assessment that “exceptional circumstances” exist. Twelve “circumstances” are listed. The final ten are not exceptional circumstances at all. Some of them might be described as “opportunities”, some of them are simply descriptions of how development might occur, and others are meaningless, for example “12.the ability to create a sustainable, holistic, joined up vision for the whole of the Oxford/Kidlington/A44 corridor area”. That statement certainly does not constitute an exceptional circumstance. Exceptional Circumstance 1 (urgent and pressing need for homes) is highly contentious. It is based on the assessment in the SHMA which has been heavily criticised and never validated. The proposed DCLG standardised methodology proposes a much lower level of need that takes account of affordability. Exceptional Circumstance 2 (clear inability of Oxford to meet its needs) is also unproven. Oxford’s needs have not been established through its own local plan process and neither has its ability to meet its own needs. It is clear that alternative development strategies could accommodate a significant number of additional dwellings within the city. The submission document in proposing to develop in the GB is in complete opposition to the purpose of the GB and contradicts Local Plan Pt 1. The main purpose of the Oxford GB, (Local Plan Part 1 para B256), is to limit the growth of Oxford to avoid damage to its character and heritage. Oxford City Council itself should have a part to play in this by restricting the growth of employment generating activities to the minimum necessary. This would have the double benefit of releasing some land for housing and reducing the demand for further housing. However its currently proposed policies do the opposite. We have made this point in our representations to the recent Options consultation on the Oxford Local Plan. Alternative development strategies – which have been successful in the past – are possible for Oxfordshire, and include the diversion of growth away from Oxford towards the country towns. Oxford City Council should play its part in this. We also think it would be possible for the Oxfordshire authorities to promote the diversion of some economic growth to other parts of the country which would welcome and benefit from it – possibly through formal ‘economic twinning’ arrangements.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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|-----------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1438

Comments

Strong objection to all of the proposed development in the Oxford GB which “was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area.” This quote is from paragraph B256 of Cherwell’s adopted Local Plan Part 1 and we fully support it. We also support Policy ESD14 in the Plan to maintain the Oxford GB. The Oxford GB supports all five purposes set out in the NPPF and has been largely successful over the last sixty years. In particular it seeks to protect the setting and character of the historic city of Oxford. The reference to the character of the City, as referred to in Cherwell’s Local Plan. is often overlooked but it is a crucial aim of GB policy. The historic city centre by its nature cannot be expanded or comprehensively redeveloped. It is already under substantial pressure and this is likely to become highly damaging if expansion on the edge of the city is not restricted. The City’s never-ending traffic problems are testimony to this, and there have been calls for even the number of buses in the centre to be limited. The GB also provides accessible open space, footpaths and other recreational opportunities for residents of the city and for the communities within it. It is well used and supported as public opinion surveys have shown. GB is intended to be a permanent designation only to be changed in exceptional circumstances (NPPF). We think that that the overall levels of growth proposed are unnecessarily high and that alternatives to development in the GB are available. We therefore consider that exceptional circumstances do not exist to justify development in the GB.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth, at realistic levels, away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should a) discourage further employment generating development in the city unless it is absolutely essential and b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|-----------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1442

Comments

We consider it to be a serious omission that at the options stage a question was not asked about the acceptability of development in the GB. This is probably the most important matter raised in this review. The plan may therefore be rendered procedurally noncompliant.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1440

Comments

This Plan is contrary to the NPPF which states in paragraph 14 that Local Plans should meet objectively assessed needs unless specific policies in the Framework indicate development – including land designated as GB - should be restricted. It is also contrary to the twelve core land use planning principles set out in Paragraph 17 of the NPPF one of which is that planning should take account of the different roles and character of different areas, promoting the vitality of our main urban areas and protecting the GBs around them. Furthermore, National Planning Practice Guidance makes clear that assessing need is just the first stage in developing a Local Plan and that once need has been assessed, the local planning authority should take account of any constraints such as GB, which indicate that development should be restricted and which may restrain the ability of an authority to meet its need. Cherwell has accepted (or, more accurately, been pressured to accept) the inflated figures of the Oxfordshire SHMA in full and has never followed this guidance to “take account of any constraints such as GB Which may restrain the ability of an authority to meet its need”. The proposed submission plan is therefore not consistent or compliant with national policy.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1441

Comments

We note that the plan calculates the loss of GB to be 3%. There is an implication here that the loss is relatively small and therefore acceptable. This is fallacious as is illustrated by the following example taken from a paper by Professor Dieter Helm, Chair of the Government's Independent Natural Capital Committee "Think about St James' Park in central London, set between Buckingham Palace at one end and Whitehall at the other. Suppose a developer comes along with a proposal; to build on a small plot on one corner of St James' Park. This developer might argue as follows. The marginal value of the patch of grass in a small corner is not that great. After all, all the rest is left. Better still, the developer might pay such an enormous price for the small bit of land that perhaps a hospital could be built elsewhere with the proceeds. The marginal value to the ultimate owner of this house is so great relative to the marginal value of the small corner of St James' Park that it makes marginal economic sense to build on it. There are two problems with this argument. The first is that the same marginal case can be made for the next small bit of St James' Park. Indeed the value to the developer is even higher now because the Park is now slightly smaller. And for the next bit, the argument just gets stronger. Carried to its limits there is a great marginal case for incrementally building all over St James' – and Hyde Park, and Regent's Park and indeed all the green spaces in London. That is indeed what would have happened if the market had been left to allocate the land as if St. James' was a private good. It is what would happen to the GB too. The second problem is that the reason why the land is so valuable is because it is not surrounded by other houses in close proximity. The very rich person who buys this house on the corner of St James' is paying so much because others are not able to do so, and because it is St James'. We cannot all have green spaces around our houses – green space is in fixed supply. Carry both of these arguments across to the GB. Each marginal bit has a marginal economic case for developing it, and as each bit is chipped away, the value of the whole public good – the GB system – diminishes. The core point here is that the marginal case if carried through to its logical conclusion leads to no GB – there is a good marginal case for building on each and every marginal bit of land, as there is for building on each and every bit of St James' Park." The loss of a small proportion of GB therefore increases the likelihood of further loss. GB should be considered as an entity or system not as a collection of individual land parcels. This is a further reason why we fully endorse Government Policy (NPPF para 79) that GB is a permanent designation.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

The Oxford Green Belt Network (OGBN) was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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| PR-C-0570 | 08/10/2017 | B A | Hughes | | | | | N |
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501

Comments

Believes the proposed submission to be unsound, not properly prepared, not justified and not effective. Plans to build low density houses on the site currently occupied by the NOGC are not justified. The golf course is an important recreational, environmental and social facility. There are over 500 members of all ages whose lives will be adversely affected by the loss of the Golf Club. It cannot be relocated easily as it takes many years to establish a golf course. The housing density proposed for this land will simply attract wealthy people from London with an easy commute from the nearby station. There will be no benefit to the current housing needs. The idea of destroying an established facility to relocate it 500 yards away is ridiculous.

Changes Sought

Reasons for Participation

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| PR-C-0575 | 06/10/2017 | Michael | Drake | | | | | |
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1445

Comments

Member of North Oxford Golf Club for in excess of 40 years. This well established and well maintained area has been a source of recreation for over 110 years. Appreciate that housing has to be found or built to accommodate the increased population, but does not feel it should be in a position that has supplied the present generation so much pleasure, not only in fitness but a much-needed barrier between the city and county. Fail to see the argument of relocating the course to the eastern side of the Banbury Road. It is not only the cost, (which I understand will be in the region of 12 million pounds) but however cleverly it is designed, it will not have the character of an established look as we have with the present course. Wonder if this is a first step in making Oxford, Kidlington, Yarnton and Begbroke into one large super city, which I for one, together with many fellow home owners, do not want. This to me, is a financial bullying tactic to find the easiest solution to the housing problem with no thought for the pleasant, near countryside area, that the present and local population has come to expect and love.

Changes Sought

Reasons for Participation

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| PR-C-0578 | 07/10/2017 | Cllr Carmen | Griffiths | | | | | |
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1458

Comments

The golf course in the green belt should not be used for development and should remain as recreational use. Development on this site would not provide high enough density and the area would neither be Kidlington or Oxford and travel by car to schools and Doctors etc. would be essential.

Changes Sought

Reasons for Participation

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| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
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1531

Comments

PR8 Key Delivery Requirements, Para 1 gives housing density figure of 45/hectare. Policy PR9 Key Delivery Requirements: Para 1 gives a housing density of 35/hectare. This is significantly greater than any development in either Yarnton or Begbroke and is out of charter with the rural nature of the area. It's disappointing if not illogical that the area closest to Oxford City seen as Policy PR6b is given an average dwelling density of just 25/hectare.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0630 | 27/09/2017 | David | Peddy | | | | | |
| 5412 | Comments | | | | | | | |
| Proposals for additional housing between Cutteslowe Park and Oxford Parkway and on the site of the present North Oxford Golf Club are ill conceived taking areas of green land ; destroying natural habitats for wild life - flora & fauna ; creating further congestion on already excessively busy roads , especially Banbury Road, Five Mile Drive , Sunderland Avenue and Elsfield Way (already being affected by the traffic control off the new Barton development) and should be abandoned. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0634 | 26/09/2017 | Brian | Hill | | | | | |
| 1562 | Comments | | | | | | | |
| North Oxford Golf Club - Association with this club for over 40 years. Appreciation for camaraderie and social events. Now organising a monthly lunch for older members and their partners, for many of whom this is the only cooked meal of the day. The club is a meeting point for elderly residents from Oxford/Kidlington and beyond. A place to find peace and tranquillity despite the road/rail networks. Many varieties of trees and wildlife associated with GB attracting all age groups. Surely there are plenty of other areas in Cherwell (including Frieze Farm) that housing could be established. Lack of thought about this and areas like Banbury and Bicester to the congestion new houses cause with regard to lack of roads, shops, schools and hospitals. New houses EVEN IF AFFORDABLE mean new babies, children and cars to overload maternity units (Horton already reduced to overload the JR) and schools. Roads and parking already congested. These points make infringement of GB Government policy ludicrous, together with National Planning Framework, para 74 under health, which states that sports facilities should not be built on. The club is well used by members and visitors providing much benefit to both mental and physical health. The function room is available for Pilates and private parties. GB with trees and shrubs helps reduce pollution in the surrounding area. Is this club which has been established for over 110 years, providing an essential service to the community, now to be wasted with its fate due to be lack of consideration by local authorities. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0635 | 06/10/2017 | Mervyn John | Green | | | | | |
| 1563 | Comments | | | | | | | |
| I have been a member of NOGC for a considerable number of years and object strongly to the proposal that the facility be used for housing development. In addition to the GB issues which in themselves are vitally important in that area of Oxford, NOGC is a thriving club with some 475 members and 3000 visitors every year. The provision of recreational facilities to ensure the mental and physical benefits for people are vitally important in an age when health issues and sedentary lifestyles are a major problem in this country. NOGC provides a facility for all age groups that satisfies both the recreational and social needs of a large number of people. On this issue alone it would be a travesty to witness the demise of the golf club and I would urge the Council members to reject the proposal to use the land currently occupied by NOGC for housing development. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0637 | 06/10/2017 | Julia | Ahlquist | | | | | |
| 1565 | Comments | | | | | | | |
| Resident of Oxford well aware of flooding issues in low lying Oxford. Four major flooding occurrences since the mid nineties. Two main routes into the city have had to be closed on those occasions, with much damage to trade and industry, property and roads as well as massive queues on the two other main routes into Oxford. It will be more likely that this pattern will continue. New development is built on hard standing concrete often on sites with raised ground levels. Water runs off these areas to find the lowest level which causes more flooding in other local areas. North Oxford Golf Course regularly floods as much of it is low lying. Should building be permitted there new houses would be at risk of flooding, as well as the surrounding area. This is against government policy which is to reduce risk of flooding. Oxford is also low down on the league tables for air quality. To reduce the green grass and trees would worsen this going against government policy. The golf course helps act as a lung for the city. The golf course provides a place for sport for many people improving health in the general public - to close the course goes against this government policy. The golf course is an asset to the city. There is an exciting new building project underway in the city centre but surely we need to maintain our city facilities other than shopping, eating, etc. Plans to build on the golf course should be rejected. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0638 | 09/10/2017 | Peter | Bridges | | | | | N |
| 1568 | Comments | | | | | | | |
| Proposals not consistent with National Policy because they do not take into effect the detrimental effect that removing large areas of the GB will have. Therefore do not meet the test of soundness as defined in para 182. Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and not an appropriate strategy and is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0646 | 09/10/2017 | Mr David | Somers | | | | | |
| 1589 | Comments | | | | | | | |
| I believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
| 1623 | Comments | | | | | | | |
| Exceptional circumstances have been demonstrated to justify the release of sites from the GB, including sites for housing to help meet Oxford City's unmet housing need. It is clear from the evidence base for Cherwell's proposed submission plan and from the Oxfordshire Growth Board evidence base that the release of sites from the GB is necessary to deliver the scale of housing required in a sustainable manner. However, there is a need to make efficient use of land released from the GB for housing purposes. Some of the proposed densities on sites released from the GB do not appear to make efficient use of this land despite their close proximity to Oxford and to sustainable transport infrastructure and services. By increasing the density on some of the GB sites and by developing the site covered by Policy PR3a Cherwell DC would achieve their target of meeting Oxford City's unmet housing need without requiring development at Woodstock South East (Policy PR10). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Review of the proposed densities and the resulting site capacities of the sites to be released from the GB in order to ensure that efficient use is made of this scarce land resource. | | | | To address cross-boundary issues with West Oxfordshire | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0660 | 07/10/2017 | Carol | Matheson | | | | | N |
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1632

Comments

Over-development and over allocation of dwellings to one Parish - Gosford and Water Eaton. This parish currently has 676 dwellings. Adding 1410 houses into Gosford and Water Eaton, increases the number of homes by 208% to 2083. The proposal increases the Parish housing by two thirds of its current size. 32% of all the new houses have been allocated to Gosford and Water Eaton. If there have to be more houses here then a 25% increase is acceptable (under 200). A recreational facility (golf course) is being removed from the GB to make way for housing. Not only is GB being destroyed, the community is losing an established 110 year old recreational facility.

Changes Sought

Reasons for Participation

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|------------------|------------|------|----------|--|--|--|--|---|
| PR-C-0675 | 04/10/2017 | Gill | Davidson | | | | | N |
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1658

Comments

Strong objection to building in the Kidlington gap. This is the narrowest and most vulnerable part of the GB and will mean that Oxford City and Kidlington become joined. The site PR6b is currently occupied by North Oxford Golf Club which is a recreational and social facility for over 500 local people of all ages. It has been in existence for over 110 years and is a beautiful piece of green land enhancing the environmental quality of the area. Why remove this which is contributing to the health and well being of so many people, to replace it with low density houses that will be of no value in helping resolve the housing problems? It will become a perfect place for people to live and commute to London attracting more wealthy people who make no contribution to the City. These proposed developments are not providing affordable housing. This development is being led by the University Colleges who own the land to swell their coffers rather than being a rational planning choice. If a golf course is to be sacrificed then why not the one in the City rather than destroying the GB? It is also completely irrational and unsound to propose to build a new course at Frieze Farm a few hundred metres away. Frieze Farm could be considered for housing instead. Golf courses cannot be made overnight and it would be years before a new course could be established. I object to the way in which the University and its Colleges together with unscrupulous developers are ruining the City and being allowed to control developments. The Council should look after the well being of people living in the City and its surroundings. This plan is completely ineffective and not consistent with National Policy. It is disgraceful.

Changes Sought

Reasons for Participation

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| PR-C-0681 | 07/10/2017 | David | Young | | | | | Y |
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1670

Comments

Oxford City Council is happy to retain the 'green' space in Headington that is the 'Southfield' course, it is apparently very happy to see 'North Oxford' destroyed. • This triangle of land precisely matches all the purposes of the GB set out in the Government's National Planning Policy Framework. • In separating Kidlington from Oxford, it is almost certainly the most important piece of the most critical part of the whole GB. It is especially critical for supporting the purposes of GB in preventing the merging of communities with subsequent urban sprawl and loss of identity. • It is a carefully laid out and attractive landscape with more than 25 different tree species. It supports a variety of wildlife, providing for up to 55 regularly recorded different bird species - and pond life which includes sighting of the Great Crested Newt. It is a vital living green lung to counteract pollution in an area of considerable traffic and transport impact. • Critically, the National Planning Framework (para 74 under 'Health') says that sports facilities should not be built on unless equivalent or greater provision is made elsewhere. It is a thriving club and, importantly, open to all. There are 475 members, most of whom play regularly; additionally, around 3,000 visitors play here every year – there are similar numbers who visit the club for social and other (including e.g., Pilates) purposes. Take away this Club, and you remove from all age groups the health benefits - mental and physical. This directly contradicts all that the Government have been saying about the importance of recreation in the National Planning Policy Framework. Founded in 1907, the Club is now 110 years old. It is unlikely that the site will do much if anything for perceived Oxford housing need. Indeed the Review states in terms that because the course is a nice area, densities should be half those (already low) proposed for the rest of the Review proposals. Almost certainly a century old course would be lost simply to provide commuter houses to Marylebone. It seems from my reading of the Partial Review, that at a late stage Cherwell planners discovered that they hadn't taken account of Para 74 – and a hasty proposal to relocate the course to Frieze Farm was added in. A pointless removal of a 100 year old course across a road. The site is smaller than North Oxford's and could not accommodate an 18 hole course. There are pylons overhead. In any event there is little prospect of Exeter College making it available; indeed it has hired consultants to propose housing on it.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|--------|--|--|--|--|---|
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | N |
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1683

Comments

Whilst not a golfer can appreciate that the land has ancient trees with public access. Why on earth are you seeking to move this – why not put the new builds at Frieze Farm? Do understand from a public meeting that whilst Frieze Farm was on the books as possible development a private deal has already been made – and it does not include affordable housing. The density proposed at the site is low at 25 dwellings per hectare, in order to preserve the trees and woodland currently on the site. On this basis I am sceptical about the viability of delivering 50% affordable housing on the sites and developers are likely to argue for this proportion to be reduced and/or for significant reduction in the vegetation on the site. Both of which would be unacceptable outcomes. You discuss the need to add in community features for the local community however. This feels like an excuse for additional building - we live very close to our neighbours in Kidlington and use those resources. Additional resource on this scale would also cause problems with parking. Additional medical resources are very welcome but given the County's approach to current health centres I do not trust your stance e.g. The Horton.

Changes Sought

Reasons for Participation

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| PR-C-0687 | 06/10/2017 | Tim | Green | | Y | Y | N | N |
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1695

Comments

Government has recently proposed that the way in which housing needs are calculated is to be changed. Examination of Cherwell's proposals should be suspended until Oxford's housing needs are known and fully established. Initial results show that it determines a much lower requirement. The golf course has been there for many years and is well used. It has an active membership and its loss would be missed. The club has no wish to move and has no resources to create a new course on the land at Frieze Farm. Development of land on PR6a and PR6b would cause the coalescence of Oxford with Kidlington, something that has been consistently resisted for several decades. The additional traffic generated would exacerbate the already dreadful traffic congestion and air pollution in the area. Exeter College, owners of Frieze Farm has put forward a representation showing how the land could be used to create a discrete and sustainable village community which would not cause the coalescence of Oxford and Kidlington. If GB has to be built on, why not on Frieze Farm?

Changes Sought

Reasons for Participation

Until Oxford has a Local Plan in place and until the local housing need is firmly established using the government's revised method of calculation, I believe that the present process should be held in abeyance.

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| PR-C-0716 | 04/10/2017 | Nicola | Barnetson | | | | | N |
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5440

Comments

Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believes these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National Planning Policy Framework (NPPF) • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0717 | 01/10/2017 | Pierre | Pazgrat | | | | | N |
| 5445 | Comments | | | | | | | |
| <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believes these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. (National Planning Policy Framework) • Oxford’s Local Plan has not yet been prepared so Cherwell’s allocation of homes is premature and is not an appropriate strategy and is unjustified. Further comments regarding the Green Belt: • Its purpose aims at preventing urban sprawl• If Green Belt boundaries are re-defined, the way to define those using physical features would need to be readily recognisable and permanent. This is not the case on the area to the east of the A4165 (Oxford Road) because there are no such features and therefore no eastern boundary. There is a high risk to lead to unrestricted sprawl of large built up areas – which is contrary to the Green Belt purpose. Further comments regarding housing needs: The proposal is focussing on being close to the Parkway Station; this is unlikely to fill the need to have affordable housing. The developers are likely to have to pay a premium because of its location. It is clear that these new homes are likely to be purchased by London commuters due to the proximity of the station.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0720 | 07/10/2017 | Adrian | Sutton | | | | | |
| 1810 | Comments | | | | | | | |
| <p>The Government has published a consultation document Planning for the right homes in the rightplaces. This document sets out Government proposals to assess housing needs in differentareas of the country. It has been welcomed by many professionals who regarded the earlierSHMA estimates as overblown and unjustified. Rep quotes Helen Marshall of CPRE as saying that the housing needs in Oxford had beenreduced in the new estimates by no less than 47%. For more than 60 years the Green Belt thatforms the Kidlington Gap has successfully checked urban sprawl, and it has prevented themerging of Oxford and Kidlington, provided access to countryside to residents of northOxford and Kidlington, and preserved the setting of the historic town of Oxford. In view ofthe new assessment of housing need in Oxford, and the lack of a completed local plan byOxford City Council informed by accurate data on the land available for housing withinOxford, it would be irresponsible and reckless for Cherwell District Council to proceed withits plans to build on the Kidlington Gap. The above Government consultation document also notes that the pressure on housing ismuch greater in London, and is set to increase further over the next decade. Given that theproposed housing in PR6a and PR6b is approximately 10 minutes walk from Oxford Parkwaystation it is obvious that those sites east and west of Oxford Road (A4165) will be veryattractive for London commuters. It is hard to imagine how key workers in Oxford in need ofaffordable housing will be able to compete with the market pressure of London commutersfor this housing. The proposed housing density on the golf course is only 25 per hectare, andit is highly unlikely that any of it will be affordable to those who need cheaper housing inOxford.One of the greatest attractions for families living in north Oxford is the wide range ofavailable secondary schools. If 1,180 new households were built on either side of Oxford Road there would be even more car journeys to schools inside the Ring Road to prolong thecommute into Oxford. Following a Freedom of Information request Oxford City Council hasadmitted recently that the new road layout and traffic lights at Cutteslowe roundabout havenot improved traffic flow along Banbury Road. This continues to be an area of severe trafficcongestion during school term, and the proposed housing can only make it worse. The onlygood transport link is from Oxford Parkway station, but even there the huge station car parkis already filled by London commuters during week-days, less than 2 years since the stationopened.We understand that Cherwell District Council have been obliged by the “Duty to Cooperate”with Oxford City Council to solve Oxford’s perceived housing problems. But Oxford CityCouncil has chosen to allocate land to employment at the Northern Gateway developmentinstead of housing. Further employment growth is unnecessary and unsustainable in an areaof full employment and a shortage of housing. It only exacerbates the housing problem, andleads to even more people commuting into Oxford. Rather than helping Oxford City Councilin this way Cherwell District Council should challenge the lack of thinking displayed by theCity Council.We recognize that Oxford has a housing problem, especially for key workers. But building onthe Kidlington Gap is unjustified by the information available, and by Oxford City Council’sown policies to develop land for employment rather than housing. Once the Green Belt hasgone it has gone forever, and it is difficult to see how further urban sprawl to the east ofOxford Road could be contained since the nearest road is the B4027, which is several miles tothe east (National Policy Planning Framework, paragraph 85).We urge Cherwell District Council to postpone any decision on the development of the GreenBelt around Oxford until all the facts are made available.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0728 | | Denis | Roger | | | | | |
| 1838 | Comments | | | | | | | |
| <p>To lose the area of the Golf course is surely detrimental to the area. The course not only caters for Oxford people but attract many visitors thus boosting the local economy. It should be noted that to build and open a new course (if were ever to happen) can take several years and those using present amenities would have to travel elsewhere. Whether they would ever return is questionable.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0728 | 08/10/2017 | Denis | Roger | | | | | N |
| 1837 | Comments | | | | | | | |
| <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). Believes that these proposals are not consistent with national policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National planning Policy Framework (NPPF). Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0730 | 09/10/2017 | Monik | Rodger | | | | | N |
| 1842 | Comments | | | | | | | |
| <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National Planning Policy Framework (NPPF). Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0737 | 01/10/2017 | Pauline | Alvarez | | | | | |
| 1865 | Comments | | | | | | | |
| <p>Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the national Planning Policy Framework (NPPF).</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0758 | 10/10/2017 | Susan | Cooper | | Yes | Yes | | No |
| 1907 | <p>Comments</p> <p>Can see the appeal of putting the new school next to Cutteslowe Park, but is concerned about access to it causing a lot of traffic through residential areas. Some measures are needed to prevent this, although unsure what to suggest as a solution.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-0758 | 10/10/2017 | Susan | Cooper | | Yes | Yes | | No |
| 1906 | <p>Comments</p> <p>The lower density specified in 5.83 would not make good use of the sacrificed Green Belt land. The Green Belt is supposed to prevent urban sprawl so it should be used effectively to provide a high density of housing. The desired aim of preserving some of the green features of the golf course landscape can be achieved while still providing a high density by putting compact 4-story blocks of flats in such parts with parking in the basement, leaving pleasant green spaces in between blocks to make living in the flats attractive to buyers and renters. Parts of the plot with fewer attractions to preserve could be used for houses at the same density as in PR6a.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
| 1941 | <p>Comments</p> <p>PR6b - Land West of Oxford Road. Many of the general comments provided above and under PR6a apply. The requirement for long-term management appears to be missing from the policy and should be added. Welcome that mature tree cover on site is taken into account in the proposed density calculation. Considering that the site is located next to another allocation PR6a we wonder whether the sites should be considered in combination rather than in isolation. The map is unspecific about the land to the east of the site but policy PR6a allocates the adjoining site for development. This is misleading and the map should be revised accordingly.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Potential biodiversity impacts as outlined in the representation.</p> | | | | | | | |

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| PR-C-0773 | 10/10/2017 | Philip | Rawle | Greenlight Developments | Y | Y | N | Y |
| 1951 | <p>Comments</p> <p>Does not consider the Partial Review of Cherwell Local Plan to pass the 'tests' of soundness, in terms of being positively prepared, justified, effective and consistent with National policy. This is because the Partial Review does not make reference to the need for C2 units (residential institutions, including care homes), nor to care/nursing homes more generally. Policy PR2 deals with C3 uses only. Further limitations on current local planning policies (adopted and emerging) are outlined in the accompanying Note prepared by Lichfield's. In terms of National policy, the Government's National Planning Practice web-based resource in the section on 'Housing and economic development needs assessments' provides guidance to the plan-making process on how to deal with 'housing for older people'. Failure of the Partial Review to meet the care needs of the District will clearly have significant implications on housing options for Cherwell's increasingly ageing population. The accompanying Note prepared by Lichfield's quantifies that like the rest of the UK there is a clear need for care homes in Cherwell. Examples are found in the Oxfordshire SHMA, which projects the number of people with dementia and mobility issues in Cherwell and Oxfordshire will roughly double by 2031 (end of this Plan period). The latest DCLG figures project the number of people in Cherwell living in communal establishments to double by 2031. The Lichfield's' Note sets out the care need for Cherwell as follows: • In Cherwell District itself, the latest DCLG projections show growth in the number of people over age 75 living in communal establishments of 565, i.e. this is the number of care home bed spaces needed (2011 – 2031). However, as the Council are planning for housing growth well in excess of demographic trends, which will lead the population growth in excess of demographic trends, 565 bed spaces should be considered a minimum to plan for up to 2031. • In terms of Oxford City's need, the DCLG projections suggest a need for a further 305 bed spaces by 2031, and (as with its housing need) a proportion of this may well go unmet. Cherwell will inevitably import some of Oxford's care home needs, as those additional residents (who otherwise would have lived in Oxford) age and move into care homes. This further justifies the use of the 565 figure for Cherwell as a minimum, which may need to be increased if unmet care home need for Oxford is identified. Lichfield's' Note on Care Home Need provided.</p> <p>Changes Sought</p> <p>Greenlight asserts that it in order for this clear 'need' for care bed spaces to be met in Cherwell over the Plan period, specific policies are required to:(a) Set the delivery of this need over the Plan period as a requirement - this requirement being a minimum of 565 bed spaces by 2031; and(b) To identify and allocate sites to accommodate this need in the Plan and on the Policies Map.To this end, Greenlights' land interest at Skimmingdish Lane, Bicester, which is currently subject to planning application 17/01428/F, provides an opportune site to be allocated for a 64-bed care home; thus accommodating some 11.3% of the bed space requirement (based on a total requirement of 565 bed spaces) over the Plan period (by 2031).To demonstrate how the site at Skimmingdish Lane, Bicester can accommodate a 64-bed care home, and therefore to assist in informing its allocation as a care home site in the Plan, enclosed with this letter is the site location plan and proposed site layout plan, both of which form part of the current planning application on the site.</p> <p>Reasons for Participation</p> <p>The matters raised in these representations are of a strategic nature to the plan.</p> | | | | | | | |

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| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| 1958 | <p>Comments</p> <p>In addition to its interests in sites PR6a and PPR6b, the University of Oxford and Merton College also have landownership interests in the following sites: • PR3c:land north of Oxford Service Area. • PR8: land East of the A44 at Begbroke/Yarnton. • PR9: land West of the A44 at Yarnton.</p> <p>Given their shared interest across these sites, there has been careful co-ordination between the landowners and their advisory teams in the preparation of these representations and specifically comments in relation to these sites. In addition, the teams advising the landowners have met in order to start to formulate a co-ordinated approach to the sites in relation to common themes (e.g. transport) and in terms of planning phase and subsequent implementation. These parties will continue to work together on areas where their interests are aligned with the aim of achieving a comprehensive and co-ordinated approach to the delivery of these sites and the strategy for the A44 corridor overall.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination.</p> | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0775 1964 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| <p>Comments</p> <p>Support with amendments. The consortium is strongly supportive of the proposed policies to develop a new North Oxford neighbourhood either side of the A4165 Oxford Road, with direct access to central Oxford and Summertown, to employment opportunities, including at Northern Gateway, and to services and facilities nearby including public transport hubs. The policy supporting text highlights that in this location sustainable travel choices can be strongly encouraged and car use for local journeys discouraged. Whilst the proposals here would involve the loss of agricultural land and realignment of the GB boundary, and give rise to other localised impacts on environmental assets, the consortium agrees with the Council that the proposals would represent the most sustainable opportunity to create a new gateway neighbourhood, and that the impacts are capable of being mitigated as well as being substantially outweighed by the benefits. The opportunities exist to consolidate this urban edge, integrate the area with the existing north Oxford communities, and develop a highly sustainable neighbourhood that will achieve social, environmental and economic benefits in line with NPPF, paragraph 7. Detailed comments provided on affordable housing, housing numbers density and local services contributions, development brief and location of key facilities.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Overarching strong support however suggested changes have been provided on affordable housing, housing numbers density and local services contributions, development brief and location of key facilities. | | | | On behalf of the consortium, given the significance of their land interests, we would wish to participate in the oral examination. | | | | |
| PR-C-0778 5465 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | N | N |
| <p>Comments</p> <p>Begbroke & Yarnton Green Belt Campaign's (BYG) main concern is that they believe there is no proper justification for altering the Green Belt boundaries from where they currently stand. On a local level, they particularly object to the removal of the land described as PR8 and PR9 from the Green Belt due to the significant detrimental impact of that removal on the villages and villagers of Begbroke and Yarnton. They also object to the removal of land described as PR6a, PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City and to the land described as PR10, a green field site due to the impact its development will have on the adjacent A44 corridor. Instructed Bruce Bamber, a transport consultant, to prepare a report on the transport implications of the allocation of sites PR8 and PR9 for housing purposes. Although his technical review has focused on these areas, the broader methodology to identify potential development locations has also been assessed for its soundness. The report has been provided as Appendix B. Key conclusions from the report includes: the Sustainability Appraisal Report was published before the Transport Assessment and therefore cannot properly take into account the transport impact of development options. The SAR fails to report the adverse traffic congestion impact from the proposed development around Begbroke and Yarnton and is therefore flawed. Transport evidence base and the associated environmental assessment work is fundamentally unsound and cannot be relied upon. A number of legal issues are raised in Appendix A with a detailed summary provided. If the Council proceeds as planned, we consider the Inspector will find the Plan unsound due to inadequacy of evidence base and failure to ensure effective consultation and participation by the public.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0779 1982 | 10/10/2017 | Graham | Jones | Summertown and Wolvercote Conservatives | | | | N |
| <p>Comments</p> <p>This area of land has been a golf course for since 1907 and is still popular and used by several generations to participate in a healthy and outdoor sport. The course has many mature and significant trees and is used by a wide range of wildlife. To relocate this would not only be very destructive to the current site but it would take a very long time to develop a similar course. Surely, the new course would have to be completed first before the existing one was removed to allow for continuity. This would make this proposal unviable.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0779 5467 | 10/10/2017 | Graham | Jones | Summertown and Wolvercote Conservatives | | | | N |
| <p>Comments</p> <p>Whilst it is challenging to help solve Oxford's housing problem, there are better ways to do this than those proposed in Policies PR6a and PR6b. There are already agreed plans for homes in the Wolvercote Ward (500 Northern Gateway, 190 mill site, Lower Wolvercote and 17 at Elsfield Hall). In addition there are a number of brownfield sites that can be developed for housing in the city. This with the recently revised and lower Government housing needs figure for Oxfordshire and Oxford, in particular, mean only the most appropriate sites for housing should be considered. These two policies use GB land, which our forebears had the wisdom to set up to prevent urban sprawl, to prevent urban conurbations from joining up and to ensure that those living in an urban environment have some open space and countryside within a reasonable distance. The National Planning Framework makes this quite clear. The proposal to effectively close the "Kidlington Gap" so that Kidlington is divided from Oxford but not much more than the A34 and the railway to Bicester means that Kidlington will be as joined up to Oxford as Blackbird Leys. There are other sites that are not in the GB that would be better suited. The proposal to put housing on both sides of the Banbury Road, next to the Oxford Parkway Station, will be of great appeal to London commuters and will not readily ease the housing needs of local people. The road system, in spite of lengthy and expensive works carried out on the Cutteslowe and Wolvercote Roundabouts, is barely coping with the current traffic. The situation will deteriorate when the Northern Gateway employment and housing site is developed. Further development in such close proximity for up to another 1,080 homes, with additional entry points on to the Banbury Road, will further exacerbate the problem to the extent that there will be unacceptable levels of pollution and congestion. Understand the need for more housing but believe there are other solutions. Do not agree that the proposals are consistent with national policy and that the need of housing is sufficiently exceptional to allow for the ripping up of the GB and, by doing so, enabling the joining of Kidlington to Oxford. Do not consider that sound, justified or effective.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0787 5470 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| <p>Comments</p> <p>PR6a and b is just wrong. This area of the town is already traffic and pollution blackspot and proposing even more development can only make this worse. The proposed Northern Gateway will add to the problems. Including the term 'wildlife corridors' in these proposals just shows the lack of knowledge as to how wildlife works.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0791 2036 | 10/10/2017 | Keiron | Ward | | | | N | Y |
| <p>Comments</p> <p>Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council.</p> <p>Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist. | | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0791 | 10/10/2017 | Linda | Ward | | | | N | Y |
| 5682 | <p>Comments</p> <p>Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council.</p> <p>Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist. | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |
| PR-C-0799 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of Sheehan Group of Companies | | | N | Y |
| 5476 | <p>Comments</p> <p>This submission relates to land at and adjacent to Knightsbridge Farm, Yarnton, and which is located on the south-east edge of Yarnton and immediately to the south-east of the Begbroke Policy PR8 - Land East of the A44 Proposed Urban Neighbourhood. The land is owned by the Sheehan Group of Companies and Cappagh and is previously developed land comprising a redundant sewerage treatment works, a haulage depot and storage land and a concrete batching plant. The land extends in all to some 13 hectares and is outlined in red on the attached plan. This submission should be read alongside and is put forward as an alternative to a separate submission made by Planning Consultant, Suzi Coyne, who has argued that, consistent with the existing use of the Sheehan land, the site as a whole should be allocated for employment land for B2 and B8 uses. Development at and adjacent to Knightsbridge Farm would be a logical addition to the Begbroke Urban Neighbourhood or the existing built up area of Yarnton and would assist further in meeting Oxford's unmet housing need. It is also less sensitive in GB terms than, for example, proposed allocations PR6a and PR6b both of which (a) cause a material diminution in the gap between Oxford and Kidlington (contrary to the GB purpose of preventing neighbouring towns from merging in to one another) and (b) seriously undermine the requirement to preserve the setting and special character of Oxford, central to which is its green backdrop. Key attributes for the land at and adjacent to Knightsbridge Farm listed.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Remove the land at and adjacent to Knightsbridge Farm from the GB. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land at and adjacent to Knightsbridge Farm in the allocated site for residential development or a mix of residential and other uses. | | | As drafted, and in so far as it relates to the land at and adjacent to Knightsbridge Farm, the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination. | | | | |
| PR-C-0806 | 10/10/2017 | Liz | Pickering | Education and Skills Funding Agency | | | | |
| 5114 | <p>Comments</p> <p>The ESFA welcomes the requirement for this development to contribute the cost of school provision on the site of Policy PR6a.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | |
| 2205 | <p>Comments</p> <p>Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable).</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | N |
| 2208 | <p>Comments</p> <p>Objection to the allocation of PR6a and PR6b: Both sites are important parts of the Green Belt separating Oxford from Kidlington allowing both to retain their identity. The closure of this gap by building on the Green Belt will leave a small gap of about half a kilometre so it would effectively be joining Oxford to Kidlington to become an urban extension of Oxford. This part of the Green Belt has high landscape value providing a clear divide of rural land between Oxford and Kidlington. There is no evidence that this land should be released from the Green Belt on exceptional circumstances as studies have shown this land to be of high importance to the integrity and function of the Green Belt. The land occupied by the Golf Club serves a contribution to the Green Belt both is its landscape function and as a recreational activity. The plan proposes a low density of 25/Ha, which is unlikely to be attractive to accommodate 50% affordable housing. In addition the balance of the site is likely to be attractive to Commuters from London who will pay high prices for large expensive houses. This site would clearly never meet the objectives of providing houses that are reasonably priced for workers in Oxford.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | | | | | |
| 2222 | <p>Comments</p> <p>Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable).</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0814 | 07/10/2017 | David | Betts | | | | | | N |
| 2225 | <p>Comments</p> <p>Objection to the allocation of PR6a and PR6b: Both sites are important parts of the Green Belt separating Oxford from Kidlington allowing both to retain their identity. The closure of this gap by building on the Green Belt will leave a small gap of about half a kilometre so it would effectively be joining Oxford to Kidlington to become an urban extension of Oxford. This is such an important part of the Green Belt, Cherwell District Council must ensure the quantum is right. This part of the Green Belt has high landscape value providing a clear divide of rural land between Oxford and Kidlington. There is no evidence that this land should be released from the Green Belt on exceptional circumstances as studies have shown this land to be of high importance to the integrity and function of the Green Belt. The land occupied by the Golf Club serves a contribution to the Green Belt both is its landscape function and as a recreational activity. It should be noted that Southfield Golf Course in Oxford has been rejected by the City Council for a potential housing site. The plan proposes a low density of 25/Ha, which is unlikely to be attractive to accommodate 50% affordable housing. In addition the balance of the site is likely to be attractive to Commuters from London who will pay high prices for large expensive houses. This site would clearly never meet the objectives of providing houses that are reasonably priced for workers in Oxford.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-0817 | 10/10/2017 | G | Davies | | | | | | N |
| 5666 | <p>Comments</p> <p>Loss of Cherwell District Local Amenities - The development of North Oxford Golf Club and adjacent land on the opposite side of the Banbury Road will only result in multimillion pound houses for Oxford and London commuters. The impractical alternative proposed site at Frieze Farm is smaller, flat featureless agricultural land and within a mile of the current North Oxford Golf Club; who will pay for it to be moved to an unviable site? A new golf course requires a significant investment and take years to develop to an acceptable condition. Why can this alternative site not be considered for housing? Has the Oxford Golf Course been scheduled for development to meet Oxford city's housing needs, if not why not? Its acreage is significantly larger than North Oxford Golf Club and not within the Green Belt area.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-0821 | 09/10/2017 | Caroline | Johnson | | | Y | Y | N | N |
| 2241 | <p>Comments</p> <p>The proposal to take land between Oxford and Kidlington is wrong because of its impact on the Green Belt and the loss of the Kidlington Gap. If this proposal is accepted there will be urban sprawl, the neighbouring towns of Oxford and Kidlington will merge with one another, there will be encroach+U1ment on the countryside, the setting and special character of he historic town of Oxford will be adversely affected, there will be no assistance to urban regeneration. The proposal is not in line with National Planning Policy as they do not take account of the adverse effects of removing this land from the Green Belt. These issues are also discussed in my response to PR3. Have specific concerns about the proposal PR6b. The proposals are predicated on meeting Oxford's unmet housing need yet the density of housing proposed for this site is extremely low and it is clear that these will be executive homes. It is reasonable to assume that a large proportion will be purchased by people moving from London and then using the train service to go to work. Thus they will make no contribution to meeting the unmet housing need. Cherwell's proposal for PR6b the current North Oxford Golf Course is bizarre. The suggestion that houses should be built on the Golf Course and that a golf course should then be built on nearby land at Frieze Farm is nonsensical particularly as the owner of the land for the new golf course does not wish it to be used for this purpose and was not consulted. In addition the land is unsuited to use as a golf course but could be suited to use for housing if use of the Green Belt should prove to be essential following proper consideration of the Oxford unmet housing need and consequently Cherwell's proposals.The proposal to develop PR6b is contrary to the purposes of the Green Belt. It is unjustified and unsustainable.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>The process should be restarted once the Oxford Local Plan has been completed and thus when any unmet housing need of Oxford is known. When Cherwell does this it should correct the errors made in this process and take account of the importance of the Green Belt and provide solutions which do not impact the Green Belt.</p> | | | | | | | | |
| PR-C-0822 | 09/10/2017 | Iain | Johnson | | | Y | Y | N | N |
| 2248 | <p>Comments</p> <p>PR6b is another low density housing proposal. If the plan really cared about housing people who need to live near and work in Oxford, the density would be higher and there would be more attention to mass transport and cycle pathways to remove the number of cars . All PR6b does is build more large houses near Oxford Parkway railway station to allow London commuters to live in Oxford. No doubt they will drive their children to the city's collection of independent and highly rated state schools before commuting to London. The setting and the existing schools 2 miles away are a expensive housing developers dream. A far cry from housing Oxford's "unmet housing need". PR6B is a golf course. The plan suggests moving the golf course to Frieze farm . The owner of Frieze farm doesn't want it to be a golf course and has not been asked to have any input into the plan! If development must happen (and that is contested in my answer to 1 and 3) then build the houses on Frieze farm and leave the golf course where it is. Common sense seems to have been sliced into the rough where decisions over PR6B are concerned. Once again this plan opposes the purpose of the Green Belt . Green belt exists to ... Prevent urban sprawl, prevent neighbourhoods merging into one another, safeguard the countryside from encroachment, preserve the setting of historic towns and assist in urban generation. This plan for PR6B achieves none of these and should be discarded.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>housing need and not just the desire of the city council, and Cherwell, to meet a figure they have made up based on discredited calculations. The local plan should also recognise the importance of the Green Belt. The Green belt isn't an inconvenient anachronism to be discarded. It is essential to the wellbeing of the citizens of Oxford and surrounding towns and villages. It is evident that the UK government values its green belt more than this local plan does ... The Government national planning policy framework states that the Green belt exists to prevent urban sprawl, prevent neighbouring towns merging, safeguard countryside from encroachment, preserve setting and character of historic towns (such as Oxford!) and assist in urban regeneration (by forcing entities such as the Oxford city Council, the University and its colleges to consider land in the city for housing not more unnecessary jobs).</p> | | | | | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | | |
| 5030 | <p>Comments</p> <p>Proposed changes suggested.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>On page 88, para 5.85, the document states that: "Design principles which seek to deliver a connected and integrated urban extension to Oxford will be required". The new Cycling and Walking Design Guides should be referenced as the relevant document for best practice Design principles.</p> | | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5042

Comments

North Oxford development sites (Policy PR6a East of Oxford Road, 650 homes and Policy PR6b West of Oxford Road, 530 homes) would be expected in combination to generate approximately 360 primary pupils. This would require a 2 form entry (420 place) primary school, which would be expected to have some space to accommodate children from other growth areas as well. A 2.2ha site is therefore required for a new 2 form entry primary school within this site.

Changes Sought

Policy PR6a currently requires "provision of a primary school with at least three forms of entry on 3.2 hectares of land". This requirement can be reduced as above and should state "provision of a primary school with two forms of entry on 2.2 hectares of land".

Reasons for Participation

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5035

Comments

Proposed changes suggested.

Changes Sought

a. The main pedestrian/cycle link towards Northern Gateway needs to be identified. b. The development needs to secure an adequate crossing point (preferably for cycles) rather than just a path up to the footbridge. c. Vehicular access points – there needs to be two and they need to be connected – see above regarding masterplanning 6a and b together. d. Pedestrian connection to adjacent residential area should be specified. e. Parts of the site furthest from Oxford Road should be reserved for non-residential uses so that the site can be served by bus from stops on Oxford Road.

Reasons for Participation

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5053

Comments

The requirements within each site policy for an archaeological assessment and potential pre-determination investigations are supported.

Changes Sought

Reasons for Participation

PR-C-0836 09/10/2017 Chris Pack N

2267

Comments

Object to Policy PR6(b) as being Unsound, Not Positively Prepared, Not justified, Not effective. North Oxford Golf Course is almost certainly the most important piece of the most critical part of the whole Green Belt. It is especially critical for supporting the purposes of Green Belt in preventing the merging of communities with subsequent loss of identity. For years it has managed to separate Kidlington from North Oxford and preserve the special character of the uniquely historical city of Oxford from Kidlington, Gosford, Yarnton and Begbroke. This site, would simply become an urban extension to Oxford. Development on this site would virtually close the important countryside gap between Oxford and Kidlington. These proposals would lead to Kidlington becoming part of a vast urban sprawl encompassing north Oxford, Cutteslowe, Wolvercote, Begbroke, and Yarnton and it would be seen in the future merely as a suburb of Oxford. Furthermore apart from being a golf course it also a parkland, contributing to the aims of Green Belt as an attractive landscape supporting quite a rich biodiversity of fauna and flora characteristic of the countryside around and also including some rare species. The evidence base does not prove that exceptional circumstances exist to justify releasing this golf course for development. Instead they demonstrate that the site is highly important too the purposes of the GB. The Review document suggests that housing on this site would be mainly low density opening up the probability of larger executive style housing which would fit in better with the attractive parkland setting. This would of course make these houses attractive to commuters from London and elsewhere because of the adjacent Oxford Parkway. Adding this to is the fact that the larger houses already in Neighbouring North Oxford fetching in excess of £1 million it is difficult to see how such a development can be claimed to meet Oxford's unmet housing need. It is possible to seeing it meet needs of London commuters! Even higher density houses in this area would fetch very high prices as the current development at nearby Barton Park shows. Here the cheapest one bedroom flat is on the market for £320000 and a 4 bedroom for over £600000. Therefore, the Proposed Submission does not comply with nationally accepted purposes of Green Belt as laid down in the legal framework of the National Planning Policy Framework. The NPPF (Para. 73) is very specific about the importance of providing appropriate recreational facilities for communities. Recreation itself is crucial for physical, mental and social health. NOGC performs a vital role in these respects, which would collapse with the demise of the club. It is a thriving club and, importantly, open to all. Refers to various age group activities in the club and their social importance and health benefits to all 475 members. Policy PR6(b) is unsound as it would extend the urban area of Oxford northwards, significantly reducing its separation from Kidlington and replacing high value GB land with urban sprawl, and is not compliant with the NPPF in terms of development of a site that makes a major contribution to Green Belt recreational and biodiversity functions. It is not positivity prepared as there has been a lack of research into the contribution made by the golf club to the purposes of the GB and recreation provision, and into the vitality and viability of the club as a major recreational provider in the area. It is not justified in terms of new methods of calculating housing need which could halve Oxford City's estimates. It is not effective as very few houses would be affordable. Developers consistently default on affordable housing quotas. Developing a much needed golf course for housing which would be too expensive for housing needs cannot be part of an effective plan.

Changes Sought

Suggest that there should be a thorough assessment of the Green Belt gap that exists between Kidlington and North Oxford in relation to the objections I have made above and the revision of housing figures. Until this is done this proposal for North Oxford Golf Course should be withdrawn immediately.

Reasons for Participation

PR-C-0846 10/10/2017 Alison Noel N

2285

Comments

Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believes these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.

Changes Sought

Reasons for Participation

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
|--------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|----------|--------------|-------------------|---------------|-------|-------------|
| Proposed Submission Plan - Policy PR6b - Land West of Oxford Road | | | | | | | | |
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
| 5291 | <p>Comments</p> <p>References on the Cherwell Green Belt Study (April 2017), the Oxford Green belt Study (2015), Category A Village Analysis (2016), Policy Villages 1 and 2 of the adopted Local Plan Part 1 and SA report. Conclude that the removal of Green Belt separating Begbroke (PR8) and Yarnton (PR9) and subsequent development as proposed would result in coalescence of both settlements; encroach on the open countryside; and result in highly inefficient use of land (which itself is a combination of grade 2 and grade 3 agricultural land). The harm that results is exactly the harm that the Green Belt land is designed to prevent. The loss of protection of the Green Belt and the scale of subsequent development is contrary to existing Local Plan policies. The “exceptional circumstances” put forward by Cherwell District Council are without merit with respect to all sites proposed for removal from the Green Belt.</p> <p>Changes Sought</p> <p>For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which are additionally supported, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place.</p> | | | | | | | |
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
| 5290 | <p>Comments</p> <p>Referenced the 5 purposes of the Green Belt and NPPF paragraphs 82-84. Quotes provided on the Elmbridge Local Plan and Poole Local Plan. Quotes provided on NPPG's guidance on the Housing and Economic Land Availability Assessment (HELAA). Reference to Policy ESD14 of the adopted Local Plan Part 1. it is reasonable to conclude that whilst local districts may have accepted an apportionment of Oxford's unmet housing need the actual number is not absolute and the Local Plan process may determine that Cherwell, for example, is unable to accommodate the apportioned figure due to existing national policies, such as Green Belt. Conversely, Oxford City, through the development of its own Local Plan and consideration of urban density, re-allocation of land previously earmarked for employment use, etc. may determine that the total unmet housing need is lower than that recommended by the SHMA and post-SHMA work. The latter point will especially apply should Oxford City seek to justify exceptional circumstances to remove Green Belt land that falls within its own jurisdiction. Reference to Oxford's Preferred Options document.</p> <p>Changes Sought</p> <p>For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>"Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place"</p> | | | | | | | |
| PR-C-0848 | 08/10/2017 | Plamen | Petroff | | | | N | N |
| 2288 | <p>Comments</p> <p>Object to policies PR3, PR6a and PR6b as well. The key facts:- The proposal is not consistent with the National Policy because the policies do not take into account the detrimental effect that removing these large areas of Green Belt will have.- There are no 'exceptional circumstances', which could allow a City Council to ruin the environment and the future of our children. The Government's NPPF (Para 80) is very clear what the aims of the Green Belt are. The Green Belt must be 'enhanced', not reduced. There are no supporting facts that all relevant alternatives had been assessed.</p> <p>Changes Sought</p> <p>Revise the Plan</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0869 | 03/10/2017 | Dr Peter | Amies | | | | N | |
| 2361 | <p>Comments</p> <p>Objection to Policy PR6b, to build houses on the site of the North Oxford Golf Club and the related proposal to build a replacement golf course at Frieze Farm (PR6c). The land occupied by the North Oxford Golf Club is a mature and beautiful arboretum where people play golf and where people can walk using the designated footpath. The land has been cared for by the Club for 110 years. There are hundreds of mature trees and shrubs of many different types which also provide a rich wildlife habitat. In my opinion, it would be unforgivable environmental vandalism to tear all this up to build houses (530, I believe) when houses can be built in areas where such destruction is not needed. The related proposal to build a replacement golf course on the featureless land at Frieze Farm is, frankly, nonsense. There is absolutely no way that an equivalent golf course could be built on that land. It might be possible to build a flat and uninteresting 9 or 12 hole course but nobody would want to play on such a course. Also object on infrastructure grounds. I cannot imagine how the Banbury Road could cope with more traffic in this area. In summary, on environmental and infrastructure grounds, these related proposals are unsound, not positively prepared and not justified.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0874 | 03/10/2017 | Mr Stuart & Mrs Phyllis | Holcroft | | Y | Y | N | |
| 2369 | <p>Comments</p> <p>Consider that Policies 6a and 6b are unjustified, on the grounds that :- • They do nothing to check the growth of Oxford and its urban sprawl. • There are sites within the City Council boundary that would potentially be more suitable • The level of Oxford's need has not been confirmed. If there is little or no need in Oxford this will reduce the pressure of developing in the Green Belt. • Residents of Kidlington, Gosford and Water Eaton have no desire for their communities to be swallowed up into Oxford. The Plan will remove much of the physical and importantly, the visual green space between Kidlington and Oxford and instead promote the A34 as the physical boundary of Green Belt. This effectively reduces the belt to a ribbon a few hundred metres wide. What would remain as visible belt is a narrow strip extending from the Kidlington roundabout to the A34 bridge adjacent to Parkway station. Moving the Green Belt boundary away from Oxford in this way would provide the basis of future arguments to engulf Kidlington within the City of Oxford. Disagree with Para 5.77 about integrating with existing North Oxford communities. Reference to two Green Belt sites within Oxford, both rejected due to coalescence which is inconsistent to Cherwell's approach. The Cundall Report "Unlocking Oxford's Development Potential "concluded in Para 158 that "It is not appropriate for the City Council to enter into discussions regarding the use of neighbouring Authorities land, especially if it is Green Belt, without undergoing a thorough and robust assessment of all potential sites for housing within its own authority's boundary first".</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0875 | 04/10/2017 | Mrs Frances | Bishop | | N | | N | |
| 2370 | <p>Comments</p> <p>Greenbelt - The reasons for Green Belt seem even more valid for today. The review has not shown that the circumstances are exceptional. Oxford is an unique and important historic City and it's identity is closely linked to it's size and it's settings in the gentle and surrounding landscape. The Greenbelt allows people to feel that the countryside is meandering into the city, connecting city and country and keeping the surrounding villages intact.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0875 | 04/10/2017 | Mrs Frances | Bishop | | N | | N | |
| 2372 | <p>Comments</p> <p>The proposed policy depending on less use of cars, seems more hopeful than justified by evidence. The document does not seem to show any real ways that the very overcrowded and noisy road network could be made to cope with so much more traffic. Family life for most people requires car use and there will also be increased public transport, delivery vehicles, service vehicles and traffic related to use of schools, doctors, leisure facilities etc. Air quality is also an serious issue.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0878 | 05/10/2017 | Tim | Davison | | | | N | |
| 2378 | <p>Comments</p> <p>The North Oxford Golf course is a beautiful, local amenity and it would be a crime to build over it. There is plenty of other land to build on. No sporting facility should be destroyed in this sedentary and obese age. It is important to maintain a green belt between Oxford and Kidlington.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0878 | 05/10/2017 | Tim | Davison | | | | N | |
| 2377 | <p>Comments</p> <p>Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0878 | 01/10/2017 | Tim | Davison | | | | | |
| 505 | <p>Comments</p> <p>Protests in the strongest possible terms about the proposal to build over the golf course:1. This is a wonderful local amenity.2. In these days of Obesity it is crazy to do away with any sporting facility3. North Oxford is home to many elderly people and golf is one of the few sports they can enjoy4. The clubhouse is used for many functions other than golf.5. There is plenty of land for building on the other side of Banbury road, and around Oxford Parkway.6. This is green belt anyway.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
| 5214 | <p>Comments</p> <p>Objects to PR 6b. This is an ambitious plan to remove the Green Belt gap between Oxford and Kidlington. The green policies associated with the proposals appear to be a cosmetic remodelling to the detriment of wildlife and appearance of the high graded landscape. There is an objection to any development proposals shown on Policies Map 6b, which must remain as a well established golf course that is well used by the local community. A map/diagram is provided, suggesting alternative development areas & boundaries.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Based on the representation, would like to reserve the right to respond if necessary.</p> | | | | | | | |
| PR-C-0886 | 06/10/2017 | J C | Webb | | | | N | |
| 2388 | <p>Comments</p> <p>Objection to Policy PR6b, to build houses on the site of the North Oxford Golf Club and the related proposal to build a replacement golf course at Frieze Farm (PR6c). The land occupied by the North Oxford Golf Club is a mature and beautiful arboretum where people play golf and where people can walk using the designated footpath. The land has been cared for by the Club for 110 years. There are hundreds of mature trees and shrubs of many different types which also provide a rich wildlife habitat. In my opinion, it would be unforgivable environmental vandalism to tear all this up to build houses (530, I believe) when houses can be built in areas where such destruction is not needed. The related proposal to build a replacement golf course on the featureless land at Frieze Farm is, frankly, nonsense. There is absolutely no way that an equivalent golf course could be built on that land. It might be possible to build a flat and uninteresting 9 or 12 hole course but nobody would want to play on such a course. Object on infrastructure grounds. Cannot imagine how the Banbury Road could cope with more traffic in this area.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0889 | 10/10/2017 | Mrs Donna | Bennett | | N | N | N | Y |
| 2392 | <p>Comments</p> <p>The exceptional need to build 530 homes on this area due to few alternative locations being available is not proven, convincing or justified. This planning solution for meeting housing needs is insensitive towards overdevelopment to nearby villages, as well as the preservation of already too little remaining natural space and wildlife. How could this possibly therefore be effective or result in potentially healthy new living space? Using small bit of green space left would only be a temporary measure with irreversible consequences. Infrastructure plans are afterthoughts not actually agreed, funded or guaranteed by potential developers. Current infrastructure in surrounding areas currently and rapidly deteriorating need to be fully considered before further demand. Only, and at best are 50% of these homes planned to accommodate housing needs which means that the remaining land will be used purely for property investment. Property investor's interests should surely not be underlying necessities in any green belt development stated as an exceptional cause? Justifying this plan as an exception to meet urgent needs therefore is not in compliance with the national green belt policy.It cannot be denied that using this green belt space will have a negative effect of the quality of the lives of those living around this area. Decision making by any parties that stand to profit from the success of this planning should not be allowed. Green belt space is labelled as such to cap the area from inevitable demand of expansion. This development will link Kidlington to the outskirts of the city centre. This urban sprawl will change the environmental surroundings with a result in having to eliminate a small but precious pocket of wildlife in the wooded area as well as the protected green space of the golf course. The high quantity of housing threatens the already deteriorating infrastructure. Decision makers for these plans should rely heavily on those it affects.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>1) If using our green belt areas is truly the only option for development then Cherwell should decline and point to other solutions such as a. brown field sites within Oxford or further out b. current and numerous vast amounts of land either being reserved for commercial use (much of it not looking very utilised or successful 2) Ensure affordable housing is defined and that proposed housing estates are more than 50% (at least 65%) towards the housing need, not the interest of property investors3) Current infrastructure problems to be considered by developers as a paramount concern4) Funding of infrastructure plans to be agreed and legally bound by property investors before the start of any development5) The decision making process should be ultra-sensitive and rigid to the aesthetics at risk.</p> <p>Concerned as a long time resident that these plans will affect. Also aware and understand these plans and their implications involving both current and future residents. Strongly believes to be competent and justified to be involved in ensuring that alternatives, and fair compromises are met.</p> | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-0979 | 30/09/2017 | Margaret | Eynon | | |
| 1655 | Comments | | | | |
| <p>Strong objection to building on Oxford's GB and on North Oxford Golf Club. Why is Cherwell helping to alleviate Oxford's housing problem to the extent it is? The roads into the city via the A40, A4260 and A44 are already jammed. As far as I am aware there are no plans to improve the road network. Local services in the shape of schools and particularly GP surgeries can barely cope now. Oxford City Council persists in attracting industries which need employees but cannot house them. It is their problem, not Cherwell's. They are not building on their own land but trying to get the county to do it for them. Firstly, the aim of the GB is to stop sprawl, reduce pollution and preserve the unique character of historic towns and it's separate, surrounding villages. Villagers north of the city especially those in Kidlington, Begbroke and Yarnton do NOT want to merge with Oxford absorbing into a large urban sprawl. The GB was set up to prevent this and preserve the identity of individual villages. This is an essential aspect. There is no area more suitable for this purpose than what is known as the "Kidlington gap". Building will destroy walks and views. Once built on, the GB will be lost for ever. Pollution will increase; people will need to drive further to see some green space and breathe clean air, which leads to more pollution. Future generations will not forgive this action. Secondly, The National Planning Policy Framework (NPPF) stipulates certain conditions must be fulfilled to dispose of recreational and sports facilities (para 74 under "health") . North Oxford Golf Club (NOGC) is a thriving well used club with nearly 500 members of all ages; it has over 2500 visitors a year for golf and numerous others for bridge, Pilates, business meetings, yoga and social events. To close it would contravene the NPPF. The NPPF states "existing open spaces, sports and recreation facilities including playing fields should not be built on unless not required". NOGC is "required" by its many members, thus NOT surplus to requirements. Close the club and people lose the many benefits, physical, psychological and social that being a member of a thriving club brings. Thirdly, The NPPF states recreational facilities shouldn't be closed unless new facilities are better than those already on offer. The council's proposal to provide a golf club on a smaller site at Frieze farm with no natural features such as exists at NOGC contravenes the NPPF. That area has electricity pylons and a problematic/difficult access. It will take at least 10 years and many millions of pound to build the equivalent of an established course which has been in existence since 1907. Fourthly, The flora and fauna of NOGC makes a contribution to biodiversity in the form of many different species of trees, shrubs bushes and flowers along with the great variety of wildlife including the rare great crested newt, bats, roe deer, birds water fowl etc. All this would be lost were this site to be built on. The GB helps to preserve such important habitats for future generations. The plan states housing on NOGC will be of a low density. This will not help Oxford's housing need, especially as they are likely to be bought by London commuters!</p> | | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1011 | 23/08/2017 | Tony | Norris | | N |
| 2959 | Comments | | | | |
| <p>The creation of 1,118 houses on PR6a & PR6b will create a potential of 3000+ car movements a day, together with a further 5000+ movements from PR7a, PR7b, PR8 & PR9. The traffic situation North of Oxford will be at gridlock even worse than that which occurred during the recent alterations to Banbury Rd & Woodstock Rd roundabout.</p> | | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1129 | 18/09/2017 | Mrs M G | Kibbey | | N |
| 3524 | Comments | | | | |
| <p>No costs shown for infrastructure schedule. What road improvements are scheduled for houses in area PR6b, PR6a and PR8 as already very congested.</p> | | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1172 | 08/08/2017 | Robin | Carey | | N |
| 3749 | Comments | | | | |
| <p>PR7a is on a flood plain as are North Oxford's PR6a and b - no indication of flood protection.</p> | | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1202 | 08/08/2017 | Mary | Timms | | N |
| 3884 | Comments | | | | |
| <p>Re the plans, PR7(a) is preferable to building at PR6(b) and PR6(a) but not enough homes. If anything, allow PR8 and PR7(a), this may preserve Green Belt and keep a distance.</p> | | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1321 | 10/10/2017 | Doreen | Rose | Oxford Sports Council | |
| 4334 | Comments | | | | |
| <p>Strongly objects to developing on N Oxford Golf Course (NOGC). It is outside but abuts Oxford CC's boundary. It provides golfing facilities for Oxford and Cherwell CC's residents. Golf is played by males, females, from pre-teens up to 90 yrs. It is good exercise & enjoyable & can be competitive. It is good for the health & fitness of those in their later years. NOGC has a good membership, particularly for the over 50's. We appreciate that there is high demand for housing in the Oxford area, but cannot see the sense in removing a successful recreational facility which could be used by the new home dwellers, & other housing sites already with PP. We recognise that PR6b has been suggested as an alternative location, but this is flawed. It makes no sense developing on an existing facility & set a new one up 1 mile away. This will cost in excess of £10 million & will take decades to establish on of the same quality. Also the new course would need to be available before the existing course is closed for development to ensure continuity. That means there would be no new completed housing at NOGC for a long time.</p> | | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-1323 | 10/10/2017 | Erlinda | Boyle | | |
| 4339 | Comments | | | | |
| <p>Object to PR6(b). I believe this proposal doesn't take into account the detrimental effects on the environment, on general health and well being and healthy lifestyles (important consideration).</p> | | | | | |
| | Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-1324 | 10/10/2017 | Maureen | Haile | | | | | N |
| 4342 | Comments | | | | | | | |
| The Kidlington Gap (PR6a & PR6b) should be protected to prevent urban sprawl and village identities. The Golf course is a valuable recreational amenity that can't be moved. Object to transport strategy because; Most improvements are un-funded. Railway proposal is unrealistic. Unreal expectations for people to journey on foot, bicycle & bus. No demonstrations of air quality improvement, Oxford being an Air Quality Management Area, especially plans PR6a & PR6B adding to more cars onto the A4165. Does not take into account house building in the pipeline. How will building in PR6a & PR6b be affordable homes? London commuters will buy them. Schools, GP's, Hospitals etc. are already pressurised. Cutteslowe Park is not given sufficient protection. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | | | N N N |
| 4363 | Comments | | | | | | | |
| Duty to Co-operate - I do not believe that the duty to co-operate requires a Council to accept without apparent justification the aspirations of an overwhelming neighbour Council where that Council has not done all it can to solve the problems. They have not substantiated the basis for it's alleged housing shortfall and has not shown any obvious willingness to co-operate in the funding and/or provision of essential infrastructure. There is a lack of mutuality. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | | | N N N |
| 4364 | Comments | | | | | | | |
| Positive Preparation - There has been an apparent failure to stress-test the alleged requirements of Oxford City Council. This is the subject of widespread local criticism, and the latest downgrading of the Government's own estimates of housing requirements undermines the whole basis of Cherwell's proposals and Oxford's demands. We need to start again with a process geared to the current Government figures as an absolute maximum. Damage to the GB just seems to have been assumed as a given, whilst it is not. Justification - The proposals cannot be justified as matters stand, as the figures have not been adequately tested and may no longer be current. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | | | N N N |
| 4365 | Comments | | | | | | | |
| Effectiveness - There is little concrete information as to the funding or timing of infrastructure provision - e.g. a substantial new station will certainly be required, but there is no clarity at all as to how this will be delivered or funded or when in relation to the related development. This all comes across as a wish-list rather than as a blueprint for a successful outcome. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | | | N N N |
| 4369 | Comments | | | | | | | |
| I commented at the earlier stage on the need to ensure that additional housing is so organised as to avoid simply becoming London overspill. For that reason too I would use Areas 6a-c as parkland and if need be part of the existing Cutteslowe Park for housing - it is particularly close to the JR hospital. I also commented on the need to direct employment outside Oxford and to locate housing accordingly. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | | | N N N |
| 4367 | Comments | | | | | | | |
| If as I believe the loop for this part of the GB is not substantiated then these areas should be zoned for use as London-style community park, with purpose facilities for public use. The area is easily accessible from several directions by public transport, and it would be far preferable for this to be properly landscaped as a continuing "Green Lung" of benefit to both Oxford (which could contribute to the cost) and Cherwell. The Golf Course is in effect already landscaped. If the City still believes that it needs additional housing I suggest that part of Cutteslowe Park is developed and the funds released used to provide a new and larger community facility. The existing Cutteslowe Park is not easily accessed from Kidlington, and the additional extension proposed of little use to any except Cutteslowe residents and gives little protection to the GB/"Green Lung". | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1343 | 09/10/2017 | Miss Josephine | Willoughby | | | | | N |
| 4396 | Comments | | | | | | | |
| Objects because proposals are not consistent with NP because they do not take into account the detrimental effect that removing these large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in para. 182 of the NPPF. Oxford's LP has not yet been prepared so Cherwell's allocation of homes is premature & is not an appropriate strategy & is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1361 | 09/10/2017 | Mrs Lorna | Logan | | | | | N |
| 5087 | Comments | | | | | | | |
| Objects to PR6(b). These proposals are not consistent with NP because they don't take into account the detrimental effect that removing large areas of GB will have. These proposals fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's LP has not yet been prepared so Cherwell's allocation of homes is premature & is not an appropriate strategy, & is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-1364 | 09/10/2017 | Mrs Susan | Moss | | Y | Y | N | N |
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4435

Comments

The policies are unsound because they fail to meet the real needs of people for low cost (rented or for sale) houses that deal with urgent housing problems. Housing to meet local needs could be achieved by building smaller units at higher density and using far less land. Houses for sale at so-called 'affordable' prices, and houses at market prices, do not meet the needs of the teachers, nurses, public sector workers and young families. Build some houses, but make all of them of the type that people need - not what developers and landowners desire.

Changes Sought

Reasons for Participation

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| PR-C-1366 | 09/10/2017 | Dr & Mrs Charles | Steiner | | | | | N |
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4440

Comments

Object to PR6b, land West of Oxford Rd. Proposal not consistent with NP. They fail to meet test of soundness as in Para 182 of NPPF. Losing GB will be detrimental. Oxford's LP hasn't been prepared yet, so CDC's allocation of homes is premature, is not an appropriate strategy & unjustified.

Changes Sought

Reasons for Participation

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| PR-C-1370 | 09/10/2017 | Jill | Northover | | | | | |
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4451

Comments

The club, situated in a beautiful area of GB that separates Oxford from Kidlington, is 110 years old and a thriving sporting provision for 600 members. It would be almost criminal to destroy it and GB is there 'to deter urban sprawl'. There would be many negative outcomes to developing on this land and no positive ones. It would provide low density housing which would cost a fortune and it would not provide affordable housing. Traffic would be made worse and the new houses would attract London commuters and not contribute to the local community. The plan proposes a new golf course but it takes years to get a golf course to maturity.

Changes Sought

Reasons for Participation

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| PR-C-1379 | 10/10/2017 | Tim | Del Nevo | The Friends of Cutteslowe & Sunnymead Park | | | N | Y |
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4470

Comments

The proposal is not justified because it is not reasonable to plan to help meet the unmet need of a neighbouring authority (Oxford City Council) where that Council has yet to fully assess its unmet need. This is particularly relevant in the light of new methodology which suggests that Oxford's supposed unmet need is significantly overstated. The proposal is not justified because it does not meet the requirements of the NPPF on protecting Green Belt land. The land on PR6a & PR6b is very important in preventing urban sprawl, preventing towns from merging, protecting the countryside from encroachment and preserving the setting and special character of historic towns. The proposal does not take sufficient account of the damage that removing this Green Belt land would have. The proposal is not justified because the key exceptional circumstances as put forward by Cherwell are not valid. The proposal is not effective in terms of protecting an important park which lies on the border of Oxford City and Cherwell. The proposals put forward to protect the park can not be seen as deliverable. The proposal is not effective because it is not the most appropriate strategy. There are other sites within Cherwell which would not result in loss of valuable, high-performing Green Belt land. We would be grateful if the Inspector could visit the park please.

Changes Sought

Reasons for Participation

To represent the interests of the users of Cutteslowe Park

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| PR-C-1380 | 10/10/2017 | Gordon | Henning | | | | N | N |
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5841

Comments

PR6a and PR6b are not justified because a) the prediction for the number of houses needed is questioned and is to be re-evaluated b) it does not take into consideration the intrinsic value of the Green Belt for current and future generations and the irreplaceable nature of the Green Belt c) is difficult to see how this development can be sustainable given the lack of realistic plans for providing necessary infrastructure - these are already significant longstanding problems in Oxford and Oxfordshire which are likely to be seriously exacerbated by the Northern Gateway development. Policy PR6a is not likely to be effective because a) it is very likely to provide housing for London commuters rather than people employed in Oxford and local areas, and hence exacerbate many of the problems that Oxford and Oxfordshire already have e.g. traffic and demand for schools, healthcare etc. b) the considerable uncertainty over many financial and economic matters after Brexit mean that there is considerable uncertainty about whether the plan could be deliverable over its period c) we have seen little real evidence in recent years of effective co-operation between local authorities. PR6a is not consistent with the NPPF and has an indistinct border.

Changes Sought

Reasons for Participation

PR6a and PR6b should be withdrawn completely. There are other alternatives for increased availability of housing including i) use of land within Oxford city for housing instead of employment and ii) increased housing density on sites already used or designated for housing within Oxford city.

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| PR-C-1380 | 10/10/2017 | Gordon | Henning | | | | N | N |
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4471

Comments

PR6a/PR6b are not justified or effective in terms of SA Objective 10 (Air Pollution/Road Congestion). Whatever pedestrian, cycle or public transport provision is available, increased vehicular traffic will inevitably be associated with development on this site. Climate change may well also increase the frequency and severity of adverse weather conditions making cycling etc. very unpleasant and more dangerous.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-1381 | 10/10/2017 | Caroline | Johnson | The Harbord Road Area Residents Association | Y | Y | N | Y |
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5287

Comments

"The proposed urban extension to Oxford City at land west of Oxford Road, comprising 530 dwellings at a net density of 25 dwellings per hectare is considered detrimental to the highly valued Green Belt land, recreational amenity and the current individual identity of land within Oxford City and Cherwell District. In addition given the low density of housing, it is extremely likely that housing on this site would be aimed at the affluent London commuter market with no real prospect of housing for local people and in particular no affordable housing. Green Belt land would be lost and Cherwell would fail to meet its objective of meeting Oxford's (alleged) housing need. In allocating North Oxford Golf Club for housing and proposing that the golf course is relocated to land at Frieze Farm (Draft Policy PR6c), the Council has made a significant oversight as there simply is not sufficient funding available to implement this relocation. Furthermore, there is no desire by the landowners to relocate the Club. Significant pressure is already placed on the road network infrastructure at Cutteslowe Roundabout which has been identified as a localised hotspot, where pollution levels of nitrogen dioxide have exceeded national objectives. Allocating new homes at land east and west of Oxford Road (Draft Policies PR6a and 6b), in addition to developments already in the pipeline i.e. up to 885 new homes at Barton Park, 500 new homes proposed at Northern Gateway and 250 new homes at Wolvercote Papermill, will further compound this. In response to the Council's Local Plan Options consultation in November 2016, we note that a comprehensive representation was prepared on behalf of Exeter College outlining the benefits of providing new homes on land at Frieze Farm. As set out within the representation, the site does not adjoin the urban edge of Kidlington and therefore development on the site would not result in coalescence and the intervening woodland would result in minimal negative effects on amenity. The representation proposed a direct pedestrian and cycle link into Oxford Parkway Station and is close to Northern Gateway. It stated that 'the settlement will be designed as mixed-use, mixed-tenure with an urban form that deprioritises the car in favour of walking and cycling'. It is not intended to promote this site as it is within the Green Belt, however, it is difficult to reconcile omission of this site with Cherwell's stated objectives. It is even more difficult to understand why Cherwell is proposing that the Golf Course be relocated here, just a few hundred yards from its current position, when there is clearly no will or funding to achieve this. The level of proposed housing provision on 'land west of Oxford Road' is questionable considering that Oxford City is currently only at the Preferred Options stage of Local Plan preparation. Therefore it is not yet known exactly how much land is available for housing development within Oxford City. It is considered that the allocation of housing within Cherwell, to meet Oxford City's housing needs, is premature and should be delayed until Oxford City has made further progress with its own Local Plan. It is considered that proposed development on land west of Oxford Road and the relocation of the golf course to land at Frieze Farm is not justified as the Council has not considered all reasonable alternatives e.g. housing development at Frieze Farm. Furthermore, the proposed development is not considered justified as allocating new homes ahead of further preparation of Oxford City's Local Plan is premature and therefore not the most appropriate strategy. It is not considered effective as the proposals coming forward at this time are not based on effective joint working and cross-boundary strategic priorities. The proposal is not considered to be consistent with national policy as it has not fully taken into account the detrimental effect that removing such extensive land from the Green Belt in that area will have. The proposal therefore fails to meet the tests of soundness as defined within paragraph 182 of the NPPF."

Changes Sought

We respectfully request that this Local Plan be rejected. Cherwell District Council should re-start the process once Oxford City's housing need has been properly examined and when Cherwell does this it should have due regard for the importance and functions of the Green Belt.

Reasons for Participation

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|------------------|------------|-------|--------|--|---|---|---|---|
| PR-C-1382 | 10/10/2017 | Peter | Watson | | Y | N | N | Y |
|------------------|------------|-------|--------|--|---|---|---|---|

4474

Comments

Consider the proposed plan to be uncompliant and unsound. Object strongly as this would conflict with two principal objectives of the GB in checking the unrestricted sprawl of large built-up areas and preventing neighbouring towns from merging. It is not sound and not justified as it is not the most appropriate strategy when considered against reasonable alternatives and is not consistent with national policy. Conflicts flagrantly with two principle objectives of the GB.

Changes Sought

Not changes in words but a matter of retaining the area in the GB and finding alternative sites for development to the north, between the A4260 and the A44. e.g. accessible to the proposed station.

Reasons for Participation

Consider that the views of Gosford & Water Eaton and Kidlington have not been sufficiently heard during the preparation of these proposals. Have lived in the area for over 30 years and local councillors have previously been keen to preserve Kidlington gap while Oxford City wished to expand into the areas covered by PR6a and PR6b. Local councillors have not been well represented on the relevant reviewing bodies.

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| PR-C-1396 | 09/10/2017 | Paul | Walker | Oxford Bus Company | | | | Y |
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5162

Comments

SUPPORT the Policy with AMENDMENTS. The Brief should clearly set out how the plan proposals relate to the strategic bus network and how this will evolve, what the trigger points to deliver this shall be and give clarity to developers on the costs of developing in these locations. The risk of not doing this is one of a hap-hazard development pattern of sites coming forward which cannot be served by high quality public transport though lack of forward planning, lack certainty for developers and a poorly thought out network connecting major nodes. We therefore support the Policy PR6a 10© and PR6b 8© which both state the need for the development to enable connection to Oxford Parkway & Water Eaton P&R site and to existing or potential public transport services. However the policy needs to explicitly highlight that the development brief will need to contain costed proposals for bus services improvements. The size of the strategic allocation also makes it unlikely that it will support key local facilities, such as a substantial district centre. The result is that, to a very great extent, any bus route created to serve this site would have to rely only on the new demand generated by the development itself. Therefore there needs to be mention within the policy of the need to "kick start" bus services for a number of years promoting alternative transport to the car until the development is built out and bus services commercially viable. This viability may come from diversion into the site of existing services and as such we consider that any extension and/or diversion of the 500 park and ride service provide this role. Not least that such a connection would better enable occupiers if these developments were to access not only Oxford city centre but also Oxford Parkway Station which will better enable modal shift, keeping park and ride spaces free for longer distance travellers and providing a direct link to the station which will be more attractive to potential occupiers. Whilst supporting the notion of policy PR6a 7 in terms of a green infrastructure corridor for pedestrians and cyclists we would also contend that to improve journey time reliability & speedier connections, modal shift and operational viability that this link also be for bus use to provide a suitable piece of bus priority consistent with the emerging plan for the A44/A4415 corridor and the Oxford Transport Strategy.

Changes Sought

Like to see the policy strengthened to highlight the need to connect inter urban bus route networks between settlements that reflect the OCC strategic bus network in a phased manner than can allow new developments to be accessible by modes other than the car with appropriate S106 commitments to enable these developments to be sustainable in a manner that is clear to developers promoting sites. Additionally we would therefore suggest that PR6a 7 be amended to include bus provision along the green infrastructure corridor.

Reasons for Participation

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|--|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | |
|------------------|------------|-----|---------|-----------------------------------|---|---|---|--|

5331

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in PR6b is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|

5383

Comments

The CDC Local Plan Part 1 and the NPPF (Para 34) support a strategy whereby growth should be directed towards the most sustainable locations, encouraging travel by non-car modes. The County Council's Oxford Transport Strategy is also clear in its objectives for achieving a meaningful modal shift for those travelling into Oxford City away from the private car and towards public transport. In this context, the justification for the Council's approach in pursuing growth at sites such as PR7, PR8, PR9 and PR10 which propose concentrated levels of development (circa 3,220 dwellings) is unclear. The development as proposed is concentrated along the already very congested A44 corridor and around Kidlington which is a known congestion hotspot. While some development in this area may be appropriate, the concentration of sites will lead to significant issues of congestion given that the sustainable modes being pursued (with the exception of cycling) are all road based Park & Ride, Bus and RTP routes. The Sustainability Appraisal (June 2017) recognises that new development around the Kidlington area 'may increase congestion but the Local Plan Part 1 Partial Review allocates new housing sites that encourage the use of sustainable transport and are allocated following consideration of their impacts on transport patterns through the SA'. Notwithstanding assessment of the proposed allocations through the SA, the impact of congestion has not been sufficiently weighed in the balance when considering reasonable alternative sites and a broader distribution across the District. For example, locating development on the rail network at locations such as Islip would assist in removing some traffic movement from the road entirely. It's recognised that there is the potential for a new railway station at Yarnton, but this is a long term strategy with no immediate proposals for delivery. CDC does not consider this necessary infrastructure to support the proposals and simply consider it a potential future benefit. Therefore, all focus for this plan period under this strategy will be on the road, contrary to the conclusions of the Sustainability Appraisal and to which our client objects. Overall, the various transport evidence base documents prepared to date have not robustly assessed the opportunities to improve rail usage despite current work being undertaken to develop the East-West rail link. East-West rail Phase 1 works saw an upgrade of Islip station which is on the new Oxford – London Marylebone line. The Western Section of East-West Rail will also see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s. Despite this significant rail investment, no development is proposed within Islip which is just a 3 minute train ride from Oxford Parkway, 7 minutes from Bicester, 11 minutes from Oxford and under an hour to London Marylebone. Our client is of the view that Policy PR4a (and by association policies PR6-PR10) focuses too strongly on improvements to and mitigations for the highway network rather than considering options for removing traffic from the road network and towards more sustainable modes such as rail. The proposed locations for the additional housing are known areas of congestion and the transport proposals do not go far enough to solve the existing issues, with the proposed levels of development in this location likely to compound matters further. Our client objects to these policies which will lead to increased levels of congestion and the strategy will not achieve a step change in modal split. Soundness - The evidence base prepared to support Policy PR4a (and by association policies PR6-PR10) is not sufficiently robust to justify the approach to allocate this level of housing in an area of existing traffic congestion without an effective strategy to achieve a step change in modal split. The Council needs to justify its approach for focusing so much of the new development in one area which is already known to suffer issues relating to road congestion. Rail has not been considered as a reasonable alternative within the evidence base documents and consequently the draft plan is not justified. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area. The Plan is not consistent with national Policy as the proposed development is not located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Changes Sought

The evidence base has failed to sufficiently consider investment in rail / exploitation of existing rail assets despite recent investment in the East-West Rail project. A thorough exploration of the reasonable alternatives is required. More detailed consideration needs to be given to the potential for locating new development at Islip within proximity to the existing railway station. This location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR4a

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|------------------|------------|-----------|-------|-------------------------------------------------------------------------|--|--|---|---|
| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | | | N | Y |
|------------------|------------|-----------|-------|-------------------------------------------------------------------------|--|--|---|---|

5354

Comments

This site would perform as urban extensions to Oxford, physically linked to existing communities. Development of these sites would significantly narrow the important open countryside gap between Oxford and Kidlington, effectively creating the perception that Kidlington was not a separate village community, but a suburb of Oxford. The combination of both sites, either side of the Oxford Road, currently provides a valued area of unlit open green space, and a distinct break in development between the City and surrounding villages, along a major entrance corridor to Oxford. Evidence does not demonstrate that exceptional circumstances exist to justify a release from the Green Belt, where background studies confirm that both sites are of high importance to the integrity and function of the Green Belt. (See 2015 and 2017 Green Belt Studies) Development on either or both sites would aggravate existing local congestion and air quality issues, and adversely impact on movement between Oxford and Kidlington. The open character of the agricultural land east of Oxford Road forms part of the wider landscape which provides an important setting on the approach to Oxford. The landscape of the Golf Course is manmade, but long established, with significant tree belts and groups. It is unlikely to be able to preserve these features unless development is restricted to a low density and larger dwellings. As a result, there would be an inefficient use of an important large area, and potential viability difficulties in accommodating 50% affordable housing. The net benefits do not outweigh the substantial harm to local character. The Golf Course is also a local recreation facility, and KPC consider that its loss is unlikely to be offset by a new Golf Course on a significantly smaller site at Frieze Farm. Development on this site conflicts not only with NPPG Green Belt Policy, but also with paragraph 74 of the NPPG, which seeks to prevent the loss of recreation facilities. Indeed, site owners/promoters have recently made a presentation proposing 600 houses on the Frieze Farm site, and have no apparent intention of creating a new Golf Course. (See representations on Policy PR6c). In summary - Retain Green Belt Policy on all the above sites, and do not allocate for development."

Changes Sought

Retain Green Belt Policy on all the above sites, and do not allocate for development.

Reasons for Participation

KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report.

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
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5305

Comments

"Object to the allocations in Policies PR6a, 6b,7a,7b,8 and 9 for the reasons given in our objection to release of Green Belt land (seeobjection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council. We also explicitly support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons. Policy 10 : Woodstock Allocation. In the case of Policy 10, the site is on the edge of the Green Belt, and would impact on its openness. It would also be an excessive and disproportionate extension to the small historic town of Woodstock particularly when considered in addition to the adjacent site provisionally allocated in the draft West Oxfordshire Local Plan (currently under examination) for 300 houses. Due to wide-spread concerns raised at the hearings, the Inspector has asked West Oxfordshire District Council to conduct a heritage impact assessment of this site given its proximity to a World Heritage site. Cherwell should have conducted a similar assessment, taking into account the cumulative impact of the proposed development. Woodstock town is not within the Cherwell boundary but nevertheless, Cherwell has a duty to seek to protect historic Woodstock from inappropriate development and we consider it is not reasonable or sustainable to locate 410 extra houses in this area to meet Oxford's unmet housing needs."

Changes Sought

All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist.

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of:our extensive involvement with the consultations at all stages of the Cherwell LocalPlan to date; the considerable work we have undertaken to publicise the consultationourselves; of the feedback we have received from Kidlington residents; and, the largenumbers of them who have responded as a result of our efforts.KDW is a voluntary organisation run by Kidlington residents with experience andinterest in planning issues. We believe that effective, informed public participation inplanning consultations is vital to democratic policy making. We publiciseconsultations that directly affect Kidlington and offer advice on how people can bestmake their views known. In relation to this and the previous options consultation weprinted and distributed leaflets, put up posters, ran a stall on many Saturday marketsand at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlingtonresidents.As a result, we have gained a very good understanding of the views of Kidlingtonresidents, a large number of whom have made representations because of ouractivities. KDW's representations therefore reflect the views of much of the Kidlingtoncommunity."

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| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
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5306

Comments

While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha. Whereas the allocation is for 66ha, over 50%larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential development are significantly too large. Given the desirability of this land to developers, there is a clear risk thatpermission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell's own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan."

Changes Sought

All allocations should be withdrawn because they are premature (need not yet established) and because alternatives to Green Belt development exist.However if some or all of the allocations are confirmed (which we completely oppose) then the plan should be amended to ensure that no more than the specified numbers of houses will be permitted (e.g. by reducing site areas or other stipulations).

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of:our extensive involvement with the consultations at all stages of the Cherwell LocalPlan to date; the considerable work we have undertaken to publicise the consultationourselves; of the feedback we have received from Kidlington residents; and, the largenumbers of them who have responded as a result of our efforts.KDW is a voluntary organisation run by Kidlington residents with experience andinterest in planning issues. We believe that effective, informed public participation inplanning consultations is vital to democratic policy making. We publiciseconsultations that directly affect Kidlington and offer advice on how people can bestmake their views known. In relation to this and the previous options consultation weprinted and distributed leaflets, put up posters, ran a stall on many Saturday marketsand at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlingtonresidents.As a result, we have gained a very good understanding of the views of Kidlingtonresidents, a large number of whom have made representations because of ouractivities. KDW's representations therefore reflect the views of much of the Kidlingtoncommunity."

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| PR-C-1403 | 10/10/2017 | Vicky | Aston | Sport England | Y | | Y | N |
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5184

Comments

Sport England welcomes the Council's references throughout the document and policies requiring developers to include open space, outdoor sport and recreation. However, Sport England is concerned that the Council has yet to publish its evidence base in relation to playing fields and outdoor sports provision and built sports facilities. The Council will need to ensure that all of the new development contributes towards indoor and outdoor sports facilities in the District. The Council's evidence base will help frame this work. Sport England also recommends that the Council includes a requirement for applicants to include a statement demonstrating how their development has met the 10 principles included in Sport England's Active Design document. See Section 3 of the document 'how to use Active Design' and the proposed change.

Changes Sought

Sport England recommends that the Council consult Sport England at the earliest opportunity on the preparation of the Playing Pitch Strategy. Sport England suggest the following text could be included in the policies to support Active Design: PR5 (10) Provide evidence of how the development has improved the health and well being of new residents by demonstrating how the proposals will meet the 10 Active Design Principles set out in Sport England's guidance document 'Active Design' <https://www.sportengland.org/facilitiesplanning/active-design/>

Reasons for Participation

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
| 5367 | <p>Comments</p> <p>The Golf Club, which proactively serves a Green Belt leisure purpose, has the effect of softening the peri-urban transition to open countryside. The Green Belt Study (PR40d, p12) concludes that the harm to the Green Belt would be 'high': 'The physical prominence of the golf course makes it an important buffer feature on the urban edge, limiting perception of the city before entering the built-up area and therefore playing an important role in maintaining the 'Kidlington Gap'. The concentration of roads, rail, lighting, pylons, car parking and the station building, and to an extent, the golf course, limit the countryside character of the settlement gap but do not diminish the fact that an open gap exists and serves a stated Green Belt purpose ... This release would result in the A34 becoming the Green Belt boundary from the Northern Gateway up to Oxford Parkway station, leaving only the width of a single field to separate Oxford from Kidlington.' There is discussion that a 'possible' alternative site for the Golf course would be at Frieze Farm. However, this is tentative, and it is understood that the owners of Frieze Farm would prefer housing development. The point is that whereas in its current location the Golf Club serves a clear purpose in reinforcing the Kidlington gap, its relocation to Frieze Farm has no such strategic value, as Stratfield Brake provides that function. The Frieze Farm site is also far smaller.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.</p> | | | | | | | |
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
| 5366 | <p>Comments</p> <p>If the aim is to provide 1,180 houses in the area south of Kidlington, the least damaging locations would be at Stratfield Farm (site 49) and south of Gosford (sites 178, and HELAA 243 incidentally, a new site not identified at the Issues and Options stage). The two assessed sites have existing small allocations, but the theoretical capacity is far higher. The Initial Sustainability Appraisal (which excluded site 243) set these at 523 and 1,388 respectively. Allowing 3.2 hectares for a new primary school, probably best sited at the Gosford sites, and the 0.7 hectares identified for a cemetery extension in the Submission draft PR7a no. 3, the total net combined land available would be 34.26 + approximately 5 hectares of previously unidentified site HELAA 243. Adding in the existing allocation of 220 + 120, the total number of dwellings required to replace those not developed south of Oxford Parkway becomes 1,520. This represents an overall net density of 38.7 dph (1,520/39.26), which is lower than the 40 dph proposed in the submission draft in PR6a, less than the 45 dph proposed in Policy PR8 and less wasteful of Green Belt land than the 25 dph proposed in policy PR6b, or, to put the figures in greater perspective, withdrawing 60 hectares of land from Green Belt protection (Policy 6A, 6B) contributes 1,180 houses at a net density of just under 20dph. Detailed comments are provided in relation to the selection of alternative sites PR178 and PR49 and the Kidlington Masterplan.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>PR3, 6a, 6b - Delete references to PR6a and 6b in PR3. Rewrite all references to sites in Kidlington gap, deleting allocations, setting out playing field allocation in land east of A4165. Allow mixed use on land identified within Policy 3c playing fields, residential allocation of 140 written as a new policy. PR7 a and PR7b - Increase allocation to 1,520 between these sites. Retain a small buffer area to the west of Stratfield Farm. Remove reference to playing fields. PR12a - Rewrite to avoid incentive for future allocations beyond those allocated in the plan, or delete.</p> <p>Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.</p> | | | | | | | |
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
| 5375 | <p>Comments</p> <p>Not consistent with national policy. The allocations in Policies PR3, PR6A, PA6B, PR8, and PR12a by virtue of their location, scale, and likelihood to lead to future harm to the Green Belt, fail to demonstrate the 'very special circumstances' required to offset the protection against inappropriate development in the Green Belt, and the coalescence of settlements.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.</p> | | | | | | | |
| PR-C-1406 | 08/10/2017 | Dr. Alan and Mrs Catherine | Dobson | | | | | N |
| 4512 | <p>Comments</p> <p>Objection: - Proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the National Planning Policy Framework. - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
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5345

Comments

Object to PR6a & PR6b, where exceptional circumstances have not been demonstrated. The dominance of residential shown on the Policies Map is a massive lost opportunity for higher order uses, notably University-related and for inward investment, uses best suited to take full advantage of a location next to Oxford Parkway Station. Housing here is very likely to increase commuting to London. There is no long term defensible Green Belt boundary.

Changes Sought

The proposals for housing development at Water Eaton and Begbroke (PR6 & PR8) either need to be deleted as unsound or modified to include 'safeguarded land' for the University or major inward investors, typically 25 to 50 hectares (based on our Arlington experience, for example in relation to the former Regional Investment Sites in the West Midlands RSS). This will have an impact on the housing capacity of these sites.

Reasons for Participation

We confirm that we wish to attend the examination in public.

| | | | | | | | | |
|------------------|------------|--------|----------|--|--|--|---|--|
| PR-C-1418 | 10/10/2017 | Glenda | Abramson | | | | N | |
|------------------|------------|--------|----------|--|--|--|---|--|

5091

Comments

Is opposed to the proposed Green Belt allocations mainly because CDC has not proved the exceptional circumstances required to build on a GB, nor has it proved Oxford's "unmet need". Use of the GB for development should be the last resort, if at all. The impact of this proposed "sprawl" on the environment would be massive, with extra cars on roads that are unable to sustain what already exists. This is true also of the existing infrastructure as a whole.

Changes Sought

Reasons for Participation

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|------------------|------------|------------|------|--|--|--|--|--|
| PR-C-1423 | 10/10/2017 | Dr. Judith | Webb | | | | | |
|------------------|------------|------------|------|--|--|--|--|--|

4326

Comments

Land west of Oxford Road (i.e. North Oxford Golf Club). This site is essential GB which maintains the Kidlington Gap. Strong objection to development of this site and the totally unnecessary displacement of Oxford Golf Club to the other site of the A34 and Frieze way. To claim this will actually help solve Oxford's housing need is ridiculous. The nearness to Oxford Parkway Station will mean that developers will want to build large expensive houses which will go to commuters to London from the station or will be bought by landlords for renting out at high price – look at the prices flats and houses are forecast to go for in Barton Park on the ring road (£300,000 for a one bedroom flat, £600,000 for a family home) – AND with nowhere near the 50% truly affordable housing that should have been built there. People desperate for housing in the city will not be helped by development of PR6b. The chances of 50% social housing or housing at truly affordable rates here are non-existent. Green land will be lost at massive profits to developers. The golf course has a huge resource of grassland, scrub and mature trees. Despite all plans and best measures a vast amount of biodiversity and habitat will be lost if this is developed. Also, regarding removal of the course, it takes many years and a lot of work to develop an attractive golf course with landscaping and mature trees. A moved golf course will not be attractive to golfers initially and thus will be likely to fail to keep/attract members. Then what – more housing on land at Frieze way that should be producing food?

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-----------|----------|--|--|--|--|---|
| PR-C-1425 | 10/10/2017 | Katherine | Chetwynd | | | | | N |
|------------------|------------|-----------|----------|--|--|--|--|---|

4331

Comments

I have family living at Lucerne Rd, Oxford and know the area well. 650 new homes on this site, together with the 550 homes suggested for PR6b, would place an intolerable strain on the Banbury Road roundabout and route into the city of Oxford. Therefore no building should commence until after a full rapid transit system has been provided. Full recognition should be made of the importance of agricultural land in feeding an expanding population in an uncertain world. Farms in the vicinity of PR6a should be disrupted as little as possible. Cutteslowe Park should not be extended as proposed, and the land should be retained as agriculture. I note that sports, play areas, and allotments are to be provided within the new housing areas. The setting of the Grade 2* St Frideswide's Farm is insufficiently respected and the Green Belt land between the Banbury Road, the railway line and the River Cherwell is a particularly loved and special area, given its open countryside feel right next to the City and its historic nature and 'land that time forgot' feel, and the exceptional nature of Water Eaton. Damage to this area would be desecration.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-------|------|---------------------|--|--|--|--|
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
|------------------|------------|-------|------|---------------------|--|--|--|--|

4581

Comments

Supports PR6b but queries the policy's density of 25 dph as lower than can be seen in much of the city and queries whether it will permit the most efficient use & development of the site & maximise its potential contribution. Considers that a higher density (possibly 35-40 dph) may be more appropriate for urban extension sites, and refers to those delivered in the Cambridge fringe but acknowledges that appropriate density will be explored in more detail in the development brief in due course. Refers to PR6b relationship to facilities & amenities on PR6a and the Northern Gateway site. Welcomes that the Sustainable Movement Thematic Plan at Appendix 6 recognises the importance of links into Oxford & particularly the identification of a strategic cycle route through site PR6b to the Northern Gateway. Note opportunity to link site PR6b into the local area in particular in terms of cycle & footpath links to Five Mile Drive Recreation Ground & employment opportunities at Jordon Hill Business Park via Oxford's Sites & Housing Plan site reference 049 proposed to be carried forward into the new Local Plan. Refers to incorporating mature trees into the scheme in response to site conditions and character. Regards PR6b in combination with PR6a as an urban extension to the city, fully integrated to the neighbouring communities & infrastructure, maximizing opportunities for new residents to access jobs & facilities in Oxford by sustainable travel modes. Keen to ensure that a strong contemporary & distinctive urban form & character is delivered. Refers to a parcel of land to the west of site PR6b, between the railway line & the A34, which is proposed for removal from the Green Belt but is not allocated as part of the plan. The southern edge of this parcel adjoins site 590 in the Oxford CC's Preferred Options document, which is identified as potentially being suitable for housing development subject to a review of the GB. If the aforementioned parcel in Cherwell is not taken forward for development then it may impact on the deliverability of site 590.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

PR-C-1436 10/10/2017 Patsy Dell Oxford City Council

4574

Comments

Supports & welcomes the proposals to deliver 1180 homes on sites PR6a and PR6b in North Oxford. The City Council supports the analysis that the area south of the A34 is perceptually part of the city of Oxford & that the recent developments at Oxford Parkway Station & Water Eaton Park & Ride reinforce this impression. We consider that this area links more clearly & effectively as part of the urban area to the south than to the rural area beyond. In sustainability terms, the area benefits from being adjacent to existing communities, frequent public transport links into the city, local facilities & services provided in Cutteslowe, Summertown & beyond, & proximity to the planned employment opportunities at Northern Gateway. Improving these existing links & facilities to support residents of the new housing is an efficient and effective way to secure their delivery. Refers to the importance of design considerations in the context and policy guidance of both Cherwell & Oxford and that these sites are approached in terms of forming an urban extension to the city integrated to neighbouring communities and infrastructure. Refers to maximizing opportunities for new residents to access jobs and facilities in Oxford by sustainable travel modes. Keen to ensure that a strong contemporary urban feel is delivered.

Changes Sought

Oxford CC notes that on the maps to accompany policies PR6a,b & c (pages 89, 95 & 100) that a small area within the Oxford CC's administrative area is identified as a BAP habitat. We consider that this notation is not necessary as it is the only notation in the city's area & would simply ask that the maps are amended to remove this for consistency.

Reasons for Participation

PR-C-1437 10/10/2017 Cllr Paul Buckley Councillor for Wolvercote and Summertown Division of Oxfordshire County Council Y N N Y

4586

Comments

PR3 proposes removing large areas of land from the GB in order to provide housing. It is clear Nation Policy that this can only be justified in the most exceptional of circumstances. The Partial Review & its accompanying documents do not provide convincing justification. The issues at stake vary a little between the different GB sites threatened. The Reps focuses on land covered by PR6a & PR6b, since they impact most especially on my constituents as County Councillor. Describes the location of PR6a and its relationship to the countryside and its surroundings including site's visibility and its part in defining the character of the area. Refers to this part of the Oxford GB having served its purposes extremely well over the years; safeguarding the open countryside, preventing Oxford sprawling north & swallowing up Kidlington, & preserving the historic character of Oxford as a discrete city. Notes that removing land from the GB will undo this and result on a classic example of urban sprawl. This would be in clear breach of NP, & unacceptable to the community I represent, that borders the land concerned. Implementing PR6a in its present form will be to disregard the NPPF intention that, when drawing up a Local Plan 'authorities should consider GB boundaries having regard to their intended permanence in the long term'. Similar considerations apply to the land covered by PR6b. Describes the site's amenity role for over 100 years. Considers that its use for house building would be considered a tragedy by local residents. Oxford & Kidlington would have been merged, contrary to the aims of the GB, & again in conflict with NP. No doubt PR3 is based on judgements made in the LUC GB Study about the relative amounts of damage to the purposes of the GB. But these judgements are mostly subjective. Notes that the LUC study grossly under-estimates the damage to be caused to the character of the N Oxford/Kidlington gap by implementing PR6a & PR6b, especially the de-facto merging of Oxford & Kidlington that would result. Refers to LP1 PR para 5.17 points 1 and 3 as weak arguments. Does not dispute the exceptional need for more housing, especially affordable housing, to meet Oxford's needs but for reasons highlighted in comments on PR 1(a) & PR2, Cherwell District & the PR6a and PR6b sites in particular, are not effective, sustainable locations for providing this housing. Therefore the 'exceptional need' justification is spurious in this context, & the sustainability justification does not bear scrutiny.

Changes Sought

Policy PR3 must be re-considered, and changed at least to remove reference to the land covered by PR6a and PR6b. If it really proves impossible to negotiate a substantial reduction in the figure of 4400 homes to be provided by CDC, then CDC should remove the need to use Green Belt land, by proposing brownfield land instead (available at the Shipton on Cherwell quarry), in order to be consistent with national policy.

Reasons for Participation

Because the need to change Policy PR3 needs to be emphasised.

PR-C-1441 10/10/2017 Katherine Jones Savills on behalf of Thames Water

4598

Comments

Oxford STW has the capacity to deal with the flows from this development. The wastewater network capacity in this area may be unable able to support the demand anticipated from this development. Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when & how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application. Thames Water advises that this development & an adjacent development site represent a significant increase in foul flow to the receiving sewerage system. In order for Thames Water to determine whether the existing sewer network has sufficient spare capacity to receive the increased flows from both the proposed development sites, a drainage strategy must be submitted detailing the foul & surface water strategies. Details of any proposed connection points or alterations to the public system, including calculated discharge rates (pre & post development) must be included in the drainage strategy. If initial investigations indicate that the existing sewer network is unlikely to be able to support the demand anticipated from this development, it will be necessary for the developer to fund an Impact Study. Adjacent development sites are encouraged to use a consortia led approach so that cumulative detriment to the existing sewerage infrastructure can be avoided.

Changes Sought

Reasons for Participation

PR-C-1446 10/10/2017 Mary Brown Wolvercote Commoners Committee N Y

5183

Comments

There should be no building on the Green Belt. This is against national policy as outlined by the NPPF. There are no exceptional circumstances to justify building on the Green belt in this area. The Plan is therefore considered to be unsound. Wolvercote Commoners' Committee (WCC), which is an elected body representing the residents of the parish of Wolvercote, are concerned about the likely effects of this development on Wolvercote Common, Wolvercote Green and Goose Green. These are nationally important areas of Common Land which lie very close to the areas just north of Oxford which are currently part of Cherwell District's plans. The WCC has seen the Habitat Regulations Assessment Screening Report dated June 2017, which considers the possible significant effects of the Local Plan Review development on the habitat of the Oxford Meadows SAC. This includes Wolvercote Common and Wolvercote Green, both of which have been actively managed by the Wolvercote Commoners' Committee since 1929. The HRA Screening Report concludes that the Partial Review of the Local Plan "will not lead to likely significant effects, either alone or in combination, on the qualifying features of the Oxford Meadows SAC". It is the view of the WCC that this is incorrect, as it is based on assumptions which may well be incorrect. The key concerns of the WCC are set out below. The Report asserts that air pollution will not increase, and yet the Appendix B traffic data show an increase in average daily flow on Godstow Road (which runs adjacent to both Wolvercote Common and Wolvercote Green) from 4,791 in 2013 to 7,261 in 2031 with 'transport improvement package 2 and Super Cycle route in place'. This represents an increase in daily traffic in close proximity to the Oxford Meadows of 51.5%. Wolvercote is covered by the city-wide Air Quality Management Area (AQMA) due to the air quality objectives for nitrogen dioxide being exceeded in areas dominated by traffic. This increase is calculated without the effects of forecast traffic increases on the A34 and A40, which together will have increased from an AADT of 103,218 in 2013 to 120,252 in 2031 with the same "improvement package." This represents growth in traffic of 16.5%. It is hard to see that an increase in traffic on this scale will not result in an increase in pollution which would affect the Meadows SAC. • The HRA Screening Report's conclusion is based on the assumption that the County's Transport Plan will be implemented in full. There is no guarantee that this will be implemented in full until after the new housing is built, due to current funding issues for local authorities. • There are many assumptions in the Report about the likelihood of any effects on the Oxford Meadows SAC as a result of other planned projects in the area in combination with the housing developments proposed in the Cherwell Local Plan Review. This applies not just to air pollution, but to the effect on water levels and water quality, which are also vital to the continued health of the SAC. All of the HRA reports for other developments in the area apparently came to the conclusion that there would be no effect on the SAC as a result of that specific development. The most important local planned new development in the area is the Northern Gateway, which will lie very close to the southern end of the Cherwell plans. The likely effects of this development on traffic, and therefore air pollution, as well as possible effects on water quality on Oxford Meadows are apparently not likely to be any significant effects. (Table 5.1). This is all based on what developers are going to be asked to do – to take appropriate measures to protect the Oxford Meadows SAC. No-one knows what will happen in reality, so it would seem much more sensible to place new developments further away from internationally-recognised and protected areas. Cherwell District Council should not build on the Green Belt, nor in this close proximity to north Oxford."

Changes Sought

Reasons for Participation

The WCC represents people living in Wolvercote who are likely to be affected by this development. It is the responsibility of the Committee to safeguard the Commons in Wolvercote from any damage caused by building nearby.

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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|------------------|------------|-------------|---------|--------------------------------|--|--|---|---|
| PR-C-1447 | 10/10/2017 | Christopher | Hardman | Wolvercote Neighbourhood Forum | | | N | Y |
|------------------|------------|-------------|---------|--------------------------------|--|--|---|---|

5192

Comments

"This policy is not positively prepared, as it relies on an entirely incorrect assessment of the problems that will result from building on these areas of north Oxford. The increased traffic, congestion and pollution caused by building next to major roads has already been mentioned in the comments on PR4a. The residential areas proposed are on Green Belt land, and all the comments made previously about Policy PR3 apply. Building on the Green Belt is not sustainable. Development here will result in a high risk of harm to the Green Belt, according to the LUC Cherwell Green Belt Study (April 2017). To prevent the coalescence of Oxford and Kidlington these sites should not be developed. One of the purposes of the Green Belt is to prevent the coalescence of settlements. Development will harm the existing views of open countryside from Cutteslowe Park. If the North Oxford Golf Course is to be relocated it will take some years to develop a similar mature natural environment. In the meantime the proposed relocation will remove a recreational facility also valued for its contribution to biodiversity. There are other possible sites that have not been given sufficient consideration. This plan is also not justified because it is likely to fail to provide for the unmet housing need. The proximity to the station makes it far more likely that unaffordable expensive homes will be built for the benefit of commuters to London. The policy is not effective, as it is unlikely that development would result in a net biodiversity gain (as required under PR6a clause 11) because green belt land would be destroyed by development. The policy is not consistent with national Policy, as it proposes to build on Green Belt, when NPPF outlaws the use of such land to meet unmet housing need when this is accurately determined.

Changes Sought

Reasons for Participation

Wolvercote Neighbourhood Forum would wish to be represented at the examination because we represent a large number of local people who will be affected by any development in Cherwell near to the northern boundary of the city.

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|------------------|------------|-------------|--------|--|---|---|---|---|
| PR-C-1452 | 10/10/2017 | Cllr Emilie | Walton | | N | N | N | Y |
|------------------|------------|-------------|--------|--|---|---|---|---|

5195

Comments

PR6a, PR6b, PR6c and PR7a: These site are all within one Parish – the Parish of Gosford and Water Eaton. Not once in any of the planning documentation does it mention these sites being within the Parish of Gosford and Water Eaton. It has been referred to as Land East or West of Oxford Road, North Oxford or South East of Kidlington. To be clear, all are within the Parish of Gosford and Water Eaton. We have an identity, we have a community and we deserve to be appropriately recognised! 4400 Homes in the Cherwell District: Of this 4400 figure 1410 is allocated in Gosford and Water Eaton Parish and represents 32% of the total. There are currently 676 dwellings within the Parish so these proposals for 1410 dwellings will lead to a 208% increase in number of houses in the Parish. This is a substantial figure which in my view needs to be fully tested in terms of its impact on the Parish and its residents. I believe that the figure is inappropriate given the impact on existing communities, the environment and transport infrastructure. Was this figure influence by the growth of the University of Oxford? If so, Brexit has already seen a down turn in EU research funding and thus a decline in the level of recruitment. Also the University has called for voluntary redundancies for centrally employed staff so employment growth is not set to grow any further (They are the largest employer in the County). An independent review should be undertaken to reassess the original housing figures.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|-------|--|---|---|---|---|
| PR-C-1457 | 10/10/2017 | Barry | Orton | | N | N | N | Y |
|------------------|------------|-------|-------|--|---|---|---|---|

4621

Comments

Believes that Cherwell District Council would fight to preserve GB around Oxford to prevent the areas of PR6a, PR6b, PR8 and PR9 ever being developed. Moved to village of Yarnton to be part of a typical English village community but now appears that, if not stopped, developers will be given carte blanche to turn a crucial part of beautiful Oxfordshire countryside into yet another amalgamated housing estate. Traffic chaos will on A44 by expansion of Begbroke and Yarnton, combined with additional houses at Woodstock and ludicrous proposal to close Sandy Lane to through traffic, will have a devastating effect on the ability of residents and others to use the A44. Majority of people using A44 do not want to cycle to Oxford and the a super cycle way or bus lane would not alleviate the misery. Bitterly oppose the digging up of the historical North Oxford Golf Course (PR6b) for low density, highly priced housing aimed at London commuters – an act of vandalism to a wonderful local amenity which will not help resolve Oxford's low-cost housing shortage. It would be a tragedy for members and visitors, and local people who have access to wander through the beautiful parkland established over 110 years. Cherwell D.C. appear to offer an alternative site PR6c clearly knowing that it would not be acceptable to a golf course developer and would never be recreated. The questions around this proposal are:(a) Why does Cherwell D.C. not offer up PR6c for housing as it is only yards away from the existing club?(b) Why does the city not build its houses on the city's golf (Southfield) course – i.e. on the land it owns and which is ideally suited to higher density housing and in an area of greater need? Why doesn't the Council use its powers of compulsory purchase to acquire the under-used golf course at ST Edward's School or a number of the many under-used college sports grounds, reserved for the rich and academics? This once again shows the stranglehold the University has on Oxfordshire residents. For the reasons given above and the Representations made by the Begbroke & Yarnton Green Belt Campaign which are supported and adopted as part of my own representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for Inspection.

Changes Sought

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|-------|--------|--|---|---|---|---|
| PR-C-1460 | 10/10/2017 | Chris | Robins | | Y | Y | N | Y |
|------------------|------------|-------|--------|--|---|---|---|---|

5166

Comments

"This policy extends the built-up area of Oxford City too close to the built-up area of Kidlington, leading to the effective coalescence of communities"

Changes Sought

This site should be excluded from the development area and the existing golf course retained in its present location. The adjacent site PR3c should remain in the Green Belt.

Reasons for Participation

"This submission raises an important issue as to whether, in the event of the removal of GreenBelt land being found to be necessary, residential development could be allocated in a different manner so as to reduce detriment to the Green Belt and minimise the coalescence of communities."

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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|------------------|------------|-------------------|---------|--|--|--|--|---|
| PR-C-1469 | 10/10/2017 | Sue, Nick and Ben | Stewart | | | | | N |
|------------------|------------|-------------------|---------|--|--|--|--|---|

4633

Comments

We urge you to oppose Cherwell’s Local Plan including the development of housing on North Oxford Golf Club. We support all the points made by Gill Davidson in her letter(summarised below). My husband, one of my sons and I are all members at North Oxford and obviously we are therefore biased against the plan but we fail to see any advantage in using this site over any other proposed site around Oxford. Surely there must be a huge benefit for the environment, air quality and public health in keeping this green space between Oxford and Kidlington which has existed as a Golf Club for 110 years. The development of housing on North Oxford GC would not contribute to the housing crisis because the housing would not be “affordable”. A golf course takes many years to establish and is costly to build from scratch – North Oxford GC does not have the funds to develop a new site and the proposed “sweetener” would be insufficient to make this possible. I fail to see how this Plan would contribute in a positive way to the interests of the community or to the national need for affordable housing. Please consider other options. Oxford and the surrounding countryside are protected from urban sprawl by the Green Belt. I urge you to recognise the importance of the Green Belt. Cherwell have not proven an exceptional need to build on the Green Belt. With such flimsy reasons for building on the Green Belt this would open the floodgates for uncontrolled development in the future. Do not be a person who allows this to happen. The Green Belt is vital to protect the character of the City and its surrounding countryside as well as providing a green lung that helps to maintain environmental quality. It is irrational to allow Oxford City Council to protect green field sites within the City where housing is needed, such as allotments, then to destroy the Green Belt and put neighbouring villages under pressure. North Oxford Golf Club Cherwell include in the plan the proposal to destroy North Oxford Golf Club which lies in the Kidlington gap, the most vulnerable part of the Green Belt. Far from solving the housing crisis it intends to build low density houses on this site. This is again is madness. I am dismayed by the fact that in the Cherwell Plan the golf course is treated just as another piece of land! The Club has been in existence for over 100 years. It is a beautiful green space supporting a rich environment. It is above all else a COMMUNITY of people. It provides recreation, social and employment for people of all ages. Some people have been members for over 50 years and many people rely upon the Club for their social connections. A number of the members are older and widowed, there are even some people with dementia who continue to play golf. These peoples’ lives will be destroyed. Surely it is important to encourage people to engage in recreational activities not destroy these opportunities. Where is the logic in proposing to replace the golf course on land at Freize farm just down the road? If necessary, why not build houses there instead of creating this mindless destruction of a beautiful site that helps so many people live fulfilling and healthy lives. A golf course cannot be made overnight but takes years of careful management to develop and a golf club is more than just a piece of land. It is quite clear that the university Colleges who own this land are driving this development to fill their coffers. I urge you to resist this dominance of the University landowners in Oxford’s planning. I am sure you will find overwhelming opposition to building on Green Belt land. Although I am opposed to building upon golf courses I would like to know why the golf course in the City is not being build on but the one in the Green Belt is? Traffic and Transport - Traffic congestion and associated deterioration in environmental quality is a worsening problem in Oxford and the surrounding area. Routes into North Oxford, through Woodstock and Banbury Roads are particularly bad and both these roads are in a shocking state of repair. These routes cannot sustain any further increase in traffic that would result from the 4,400 houses proposed in the Cherwell Plan. Whilst it is laudable to promote sustainable transport in the future, these problems need to be tackled first. If it is actually possible to encourage people out of their cars why not do it now? The £10 million spent on the Wolvercote and Cutteslowe roundabouts have made traffic problems worse. • Cherwell Council needs to put pressure upon Oxford City to review its own plan and to ensure that Oxford City uses its own land to alleviate the housing crisis and not to exacerbate it by focusing upon economic and commercial growth. They should also increase housing density. • Protect the Green Belt for the future. Do not be one of the people responsible for allowing this important resource to be devastated by development. • Recognise the need to develop infrastructure and transport before housing development and to resolve the current problems before making them worse. • Do not allow building on North Oxford Golf club. Recognise that the Club is a community of people not just a piece of land. Its development would have a negative impact on a number of peoples’ lives. • Challenge the dominance of the University and its Colleges in determining the planning for Oxford. • Above all focus upon sustainable development – do not destroy the character of the City and its surrounding villages. Sustainable development should consider, social, environmental as well as economic sustainability. • Cherwell’s plans are irresponsible and merely responding to pressure placed by the badly managed Oxford City.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|-------|--|--|--|--|---|---|---|
| PR-C-1472 | 10/10/2017 | David | Tighe | | | | | N | N | N |
|------------------|------------|-------|-------|--|--|--|--|---|---|---|

5225

Comments

The density of proposed housing on the golf course is 25 per ha and on the land to the east of the A4165 is 40 per ha. These proposed densities on land which is adjacent to Oxford Parkway Station are not likely to lead to developers building "affordable" houses since they will simply not be viable. Particularly since developers are likely to have to pay a premium on this land because of its location. Even if "affordable" houses are built they still won't actually be affordable to most people. These houses are also unlikely to provide homes to meet Oxford City Council's alleged "unmet housing need" because many of them are likely to be purchased by London commuters due to the proximity of the station. Underfunded public services are already struggling. For example, many GPs are struggling to cope, with long waits to get an appointment to see a doctor. Also, the hospitals have huge parking issues which the Councils believe can be solved by persuading people to use public transport, which won't work if you are ill, injured or elderly. This will all lead to more pressure on parking, more traffic coming into Oxford from the north and more pressures on existing healthcare resources. If the Council were serious about avoiding destruction of the Green Belt more houses could be built in Oxford if the City Council stopped reserving spare land for commercial use. Houses could be built at higher densities and some of the houses which are supposed to satisfy Oxford's "unmet need" could be sustainably built on other sites in Cherwell District, outside the Green Belt.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|-------|---------------------------|--|--|--|---|---|---|---|
| PR-C-1473 | 10/10/2017 | Debbie | Dance | Oxford Preservation Trust | | | | Y | N | N | Y |
|------------------|------------|--------|-------|---------------------------|--|--|--|---|---|---|---|

5222

Comments

The proposed residential development sites PR6a & PR6b which lie in ‘The Kidlington Gap’ is important to Oxford & its setting. To build on this land will destroy the northern limb of Oxford’s green setting & will bring about the coalescence of Oxford with Kidlington, contrary to, arguably, the two most important purposes of the Oxford Green Belt. If land is needed close to Oxford for housing then in our view further more detailed consideration should be given to other less sensitive locations in both Green Belt terms and in terms of the special character of Oxford. In relation to the proposed development of the North Oxford Golf Club site (PR6b), we note that in paragraph 5.81, this site forms “an important buffer feature on the urban edge, limiting perception of the city, & helps to maintain the gap with Kidlington.” We also draw attention to the fact that this site matches the purposes of the Green Belt; proposals for its redevelopment should also meet the requirements of Paragraph 74 of NPPF, which states that “Existing open space, sports & recreational buildings & land, including playing fields, should not be built on unless: • an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; • the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; and • the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.” The Golf Club, which has 475 regularly playing members plus an additional 3,000 visitors each year, is clearly not surplus to requirements. We understand that Policy PR6c is intended to make available an alternative site at Frieze Farm; however we question whether this new, smaller, site could provide “equivalent or better provision in terms of quantity and quality” given that the existing site has been established for 100 years and in addition to the golf course itself, supports more than 25 different tree species, 55 bird species and pond life including the Great Crested Newt, a European Protected Species.

Changes Sought

Reasons for Participation

We consider that the sites allocated in policies PR6a and PR6b should be deleted. Consequential amendments to the Proposals Map would then be necessary. We also consider that CDC must make the changes necessary to remedy the failings of the plan in relation to the tests of soundness and the requirement to have regard to national planning policy.

| | | | | | | | | | | |
|------------------|------------|------|-------------|--|--|--|--|--|--|--|
| PR-C-1485 | 09/10/2017 | Emma | Worthington | | | | | | | |
|------------------|------------|------|-------------|--|--|--|--|--|--|--|

4659

Comments

Objection regarding the Green Belt in particular• Its purpose aims at preventing urban sprawl• If Green Belt boundaries are re-defined, the way to define those using physical features would need to be readily recognisable and permanent. Right now this is not the case on the area to the east of the A4165 (Oxford Road) because there are no such features and therefore no eastern boundary. There is a high risk to lead to unrestricted sprawl of large built up areas – which is contrary to the Green Belt purpose. In relation to the Golf Club proposal• The proposal is to relocate on a fairly flat and largely arable land which does not fit a golf course need• The current owners of the Frieze Farm manifested their approval to have the club relocated there• In addition it is not clear how this relocation will be fundedHousing needs• The proposal is focusing on being close to the Parkway Station: I strongly doubt this will fulfil the need to have affordable housing. • The developers are likely to have to pay a premium on this land because of its location • It is clear that these new houses are likely to be purchased by London commuters due to the proximity of the station.Traffic• We already have severe congestion in this area. What are the plans to improve the local road network?• Pollution wise, All of Oxford is an Air Quality Management Area because of the high levels of nitrogen dioxide. Cutteslowe Roundabout is a pollution hotspot where Nitrogen Dioxide levels regularly breach international guidelines. • The proposal will result in more traffic in an already congested zone and I have not seen any strategy to deal with the future situation. Cutteslowe Park. • There is at the moment no guarantee of the additional park land and that the arable land will stay as such in permanence either. • The Area is to be built on the Green Belt Land which first aims at preventing urban sprawl and neighbouring towns merging into one another. It also supports in preserving the setting and special character of Oxford.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-1485 | 09/10/2017 | Emma | Worthington | | | | | N |
| 4658 | Comments | | | | | | | |
| Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • I believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1486 | 09/10/2017 | Lawrence E | Coupland | | | | | N |
| 4662 | Comments | | | | | | | |
| Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • I believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1488 | 09/10/2017 | Genevieve | Coupland | | | | | N |
| 4670 | Comments | | | | | | | |
| Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). • Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. • Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1501 | 09/10/2017 | Cherry | Brougham | | | | | N |
| 4714 | Comments | | | | | | | |
| PR6a should be removed from the list of potential sites, or at the least the area allocated for housing should not extend north of the track from the A4165 to Frideswide Farm in order to maintain the 'Kidlington Gap'. PR6b should remain a golf course and PR6c, be developed for housing instead - again, this would maintain the 'Kidlington Gap'. PR6c is close to the Northern Gateway. Additional housing could be allocated to PR7a and PR7b as high density urban extensions to Kidlington. No further sites at Kidlington should be reconsidered. The area and scale of development proposed for Yarnton on site PR8 would completely change the character of the village, and threaten coalescence with Kidlington. The land take should be pulled back from the railway. If the target 4,400 dwellings cannot be met by increasing densities and additional housing on some other sites, the target should be reconsidered | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
| 5138 | Comments | | | | | | | |
| Incorrect consultation form used. Comments relate to proposed submission plan. PR6a should be removed from the list of potential sites, or at the least the area allocated for housing should not extend north of the track from the A4165 to Frideswide Farm in order to maintain the 'Kidlington Gap'. PR6b should remain a golf course and PR6c be developed for housing instead - again, this would maintain the 'Kidlington Gap'. PR6c is close to the Northern Gateway. Additional housing could be allocated to PR7a and PR7b as high density urban extensions to Kidlington. No further sites at Kidlington should be reconsidered. The area and scale of development proposed for Yarnton on site PR8 would completely change the character of the village, and threaten coalescence with Kidlington. The land take should be pulled back from the railway. If the target 4,400 dwellings cannot be met by increasing densities and additional housing on some other sites, the target should be reconsidered. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1507 | 10/10/2017 | Philip | Morley | North Oxford Golf Club | N | N | N | N |
| 4739 | Comments | | | | | | | |
| Policy PR6c proposes the possible development of a golf course on land at Frieze Farm to replace North Oxford Golf Club (NOGC), should the current golf club site be developed under Policy PR6b. The Frieze Farm land was Plot 39 in the November 2016 consultation. It is 29.95 hectares. Our response covers the PROCESS by which Cherwell District Council (CDC) has proposed the Frieze Farm land, as well as the content of the proposal. CONTENT - NOGC is a very compact golf course, covering a total of around 32 hectares. Careful management and maintenance over the past 110 years have enabled NOGC to retain a full, attractive and challenging 18 holes and at the same time be compliant with evolving requirements for safety and space. It would be completely infeasible to design a new 18-hole golf course on a site that was 10% smaller than the existing compact site. It is also our understanding that there may be an underground gas main across the land. The 29.95 hectares of the Frieze Farm site are therefore a complete non-starter for a golf course. PROCESS - CDC has made no effort to engage at all with NOGC on the question of possible replacement golfing facilities that would be "equivalent or better provision in terms of quantity and quality in a suitable location" (National Planning Policy Framework, para 74). The proposal to identify a specific replacement site was not mentioned at all in the November 2016 consultation, so NOGC has had no opportunity to prepare any arguments to present to CDC in writing or in public meetings. In plucking Policy PR6c out of thin air and seemingly at the last minute, CDC is falling well short of required procedural standards. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Engage with NOGC directly so that CDC receives direct input in matters of golf course expertise. | | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-1508 | 09/10/2017 | Alan | Graham | | N | N | N | N |
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5450

Comments

This site seem to form a natural extension to the north side of Oxford and on sustainable transport routes into Oxford City Centre, but not to other employment centres in Oxford. It also appears to be in a sustainable location for Oxford Parkway Station which would actually encourage outward commuting from housing this area and could not be considered for the latter reason as likely to address Oxford's housing needs. A further concern about the development of the Oxford Golf Club is that the proposed density of development on this site is low with only 530 dwellings proposed on the 32 hectare site, if it cannot be developed at a substantially higher density it should be considered inappropriate on those grounds alone. With an allocation of 50% affordable housing provision this element is likely to be at a much higher density, potentially 40-50 dwellings per hectare and this leaves the market housing on large plots which are likely to be very expensive properties and not addressing any specific need, other perhaps for commuters to London from Oxford Parkway station. The Plan even states that houses will be on large plots, presumably the market housing, and this is inconsistent with the primeobjective of addressing Oxford's housing needs. The sites are located in one of the most vulnerable areas of the Green Belt and development on these two sites brings about a substantial erosion of the Green Belt in terms of moving towards coalescence between Oxford and Kidlington, in terms of national policy development in this area is not appropriate.

Changes Sought

Reasons for Participation

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|------------------|------------|------|-------|--|--|--|--|---|
| PR-C-1513 | 10/10/2017 | Mark | Lowen | | | | | N |
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4757

Comments

PR6b - Land to the West of Oxford Road, PR6a - Land East of Oxford Road & N Oxford golf course. NOGC is a well established & heavily used course. It is an attraction to the area & a valuable resource. It is proposed to make land (Site PR6c) available for a new course. It would cost circa £10m to build a new course & take many years for it to establish. This would be unsustainable, it will not happen & there is no evidence within the proposals that it will. It is inconceivable that anyone would try & establish a new golf course at that site given the nature of the land (entirely flat), it's too small & the upfront cost. It wasn't a golfer that drafted this plan! Along with PR6b it will produce some 1180 homes. For many years there has been enormous traffic congestion involving Cutteslowe, Kidlington, Wolvercote & the two Peartree Roundabouts. A further 1,000 vehicle movements at peak times will cause gridlock. This plan does not provide for any realistic proposals to alleviate traffic congestion. The proposal to provide a link from the A40 west of Wolvercote Roundabout to the small Peartree Roundabout, while it might relieve congestion at Wolvercote & Cutteslowe, will equally exacerbate it at the small Peartree & Kidlington Roundabouts. Perhaps though the siting of these developments will provide housing for commuters into London, via a walk to the railway station. However, that is not meeting Oxford's housing shortage, its alleviating London's.

Changes Sought

Reasons for Participation

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|------------------|------------|---------------------------------------------------|--------------------------|--|--|--|--|---|
| PR-C-1514 | 10/10/2017 | Councillors Neil Prestidge and Maurice Billington | Prestidge and Billington | | | | | N |
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4765

Comments

We object to the development of 530 homes on this site. This is the site of the North Oxford Golf Course, which was identified in the Local Plan Part 1 as a key buffer between Gosford and Oxford. One of the main functions of the Oxford green belt is to constrict the growth/expansion of Oxford and to preserve green space, if this site is built on then the coalescence of Oxford and Gosford is more likely. The local plan is missing a strategic gap policy, if a strategic gap policy were in place here it would give more protection to the gap between Gosford and Oxford. Along with a major loss to the green belt, if the golf course is turned into a residential development there would be a major loss of bio diversity and habit. The golf course has a large number of trees and managed open space, we want assurances from that council that wildlife surveys and impact studies are carried out before this site is developed. Gosford has been identified as having a level of pollution that is hazardous to health, if the trees and green space is removed this will only exacerbate the situation. The council needs to have a plan in place to solve the pollution issue in Gosford before any development takes place. As stated in our response to Policy PR2, we support the social housing target of 50%. Given the location of this site and the proposed housing density we want to seek assurances that this target will be met and enforced. We also want to make sure that residents of Gosford and Kidlington are prioritised in the housing allocation process for the affordable housing on this site. The Oxford Golf Course has existed for 110 years and is a well-established golf course that is valued by all the residents. If this golf course was lost a key local amenity would be lost. We strongly object to the loss of this valuable local amenity for the building of houses. As stated in our response to Policy PR6c we strongly question the viability of providing a new golf course at Frieze Farm. It is not clear how the improvements to the infrastructure will benefit the residents of the Oxford Road. If this site is used for housing the traffic issues will only be exacerbated, the residents of Gosford are already in one of the most polluted areas of Cherwell District Council and measures need to be taken to ensure that this is resolved before development takes place and that it does not get worse.

Changes Sought

Reasons for Participation

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|------------------|------------|--------------------|----------|--|--|--|--|---|
| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
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5104

Comments

North Oxford Golf Club is within the Green Belt and should remain as recreation use. It is not suitable for high density housing, and therefore would only provide fewer executive highly priced houses. The Golf Course is a mature, well maintained and very well attended facility and although an alternative site for a golf course has been suggested at Frieze Farm, which is not a suitable replacement, there has been no consultation with the owners, who actually would intend to build houses on their land.

Changes Sought

Reasons for Participation

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|------------------|------------|--------------------|----------|--|--|--|--|---|
| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
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5102

Comments

How the allocation of new affordable housing will work in practice between OCC & CDC has not been established satisfactorily, & therefore it is essential there is a proposed strategy in place before the Policy is adopted.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-1521 | 09/10/2017 | Alaric | Rose | | | | N | N |
| 4784 | <p>Comments</p> <p>These sites would become urban extensions to Oxford, physically linked to existing communities. Development of these sites would significantly narrow the important open countryside gap between Oxford and Kidlington, erasing the perception that Kidlington is a separate village community, and bringing it into Oxford. The combination of both sites, either side of the A4260, provides a valued area of unlit open green space, and a distinct break in development between the City and surrounding villages, along a major entrance corridor to Oxford. Evidence does not demonstrate that exceptional circumstances exist to justify a release from the GB, where background studies confirm that both sites are of high importance to the integrity and function of the GB. (See 2017 GB Study) Development on either or both sites would aggravate existing local congestion and air quality issues, and adversely impact on movement between Oxford and Kidlington. The open character of the farmland east of Oxford Road forms part of the wider landscape which provides an important setting on the approach to Oxford. The landscape of the Golf Course is manmade, but long established, with significant tree belts and thickets. It is highly unlikely that these features could be saved unless development is restricted to a low density and larger dwellings. As a result, there would be an inefficient use of an important large area, and potential viability difficulties in accommodating 50% affordable housing. The net benefits do not outweigh the substantial harm to local character. The Golf Course is also a local recreation facility, and its loss is unlikely to be offset by a new Golf Course on a significantly smaller site at Frieze Farm contrary to NPPF p74 "Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: <input type="checkbox"/> an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements <input type="checkbox"/> the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location <input type="checkbox"/> the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss." Owners of the Frieze Farm land seem unaware of the plans to site a golf course there, and recently made a presentation to Kidlington Voice (made up of local businesses and parish/district councillors) proposing 600 houses on the site. (See representations on Policy PR6c)</p> <p>Changes Sought</p> <p>Retain GB Policy on all the above sites, and do not allocate for development.</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-1529 | 08/10/2017 | David | Stone | | | | N | N | N | Y |
| 5436 | <p>Comments</p> <p>Cherwell District Council's Partial Review of it's Local Plan to 'Meet Oxford's Unmet Housing Need is UNSOUND.</p> <p>1. It's completely ignores the consequently impacts of Oxford City's new Local Plan, which is still in the "melting pot," and yet to be determined. It does not show a duty to co-operate, quite the reverse. This is significant because these two plans need to work together, not in isolation. Otherwise, Oxford and the setting of it's immediate northern communities could lose even more protected Greenbelt land than so far proposed. The sheer scale and amount of Greenbelt proposed for removal is breath-taking and totally in contravention of National Planning Policy Framework, Paragraphs 79 and 80, which define the need and purpose of Green Belts. Cherwell District Council are paying only "lip-service" to the detrimental consequences. This is not acceptable. To claim the amount to be removed is only repents 3% is a very misleading distortion, because the locations identified, PR6b, PR6a, PR6c, PR8 will completely "strangle" north Oxford and are unsustainable. The consequences of what clearly will be a very significant additional spread of - urban sprawl - have not been evaluated effectively. IT IS IMPORTANT TO RETAIN THE PRESENT GAP BETWEEN KIDLINGTON AND NORTH OXFORD. IT IS IMPORTANT TO STOP URBAN SPRAWL TO PRESERVE THE OPEN INTEGRITY AND SETTING OF CUTTESLOWE PARK.</p> <p>2. The Plan is NOT POSITIVELY PREPARED.As already mentioned, the number of houses on the sites mentioned above, are unsustainable, and contrary to Cherwell's own Summary Document page 4, they will do exactly the opposite to "limiting Oxford's Outward Growth." Indeed, this will, propel further 'ribbon development' in the future. The Plan is deeply "flawed," there is no mention of how it will safeguard and aid the needs, environment,and access to free-movement of present communities, adjoining the A4165, from the Cuttleslowe roundabout to the Kidlington roundabout by bus, car, cycle or on foot, the same applies across the Wolvercote area to the west end boundaries, where the ultimate impacts of development at the Northern Gateway, Barton Park (further to the east) is as yet unknown. To suggest it meets with the Country Council's Oxford Transport Strategy, is a misnomer, because this strategy is not sufficiently robust to deal with present excessive traffic congestion and health damaging pollution. Further more it is reliant on speculative funding, which may never arrive. TheLink road from Loop Farm A40 to A44, has been promised, but the funding is not in place. The congestion on the A40 is unsustainable and a northern link road is needed north of Kidlington to relieve the over-whelming volume of traffic. Travel from the Park and Ride designated for Eynsham, will be constrained by the reduced width of the bridge on the approach towards the Wolvercote roundabout, so traffic coming to Oxford will remain at a standstill. It is regrettable that the County Council policy has cut bus services from villages, whom also need access to employment, perhaps if some of these villages were a little larger, bus services might be more sustainable?According to Cherwell District Council's Local Plan Summary Document:-It will create balanced and sustainable communities? NO! It will overwhelm north Oxford and Kidlington.It will be supported by necessary infrastructure? NO! No concrete evidence to deal with existing infrastructure, let alone any new infrastructure. It will contribute to improving health and well-being? NO! It will increase detrimental health of existing residents in northern Cuttleslowe, north Oxford, Wolvercote and Kidlington. Traffic will be at gridlock all day, everyday, pollution all day, everyday at EXCESSIVE LEVELS in addition to present Oxford Air Quality, non- compliance. Elderly crossing the road or accessing the shops in our area will find it completely impossible.</p> <p>Changes Sought</p> <p>Remove the need for affordable housing, because, there is no way it will be affordable next to northOxford. Be honest with people, tell them their lives in Kidlington and north Oxford are to be blightedwith complete traffic gridlock and damaging vehicle pollution.Be legal by NOT destroying Greenbelt land next to Cuttleslowe Park, The Golf course, (an essentialrecreational resource currently), and stopping coalesce with Kidlington and north Oxford.</p> <p>Reasons for Participation</p> <p>Believes, with respect, the Inspector would much benefit from really listening seriously to ordinary people, regarding the very real experience and particularly genuine concerns of how these 'grand proposals' to 'illegally' destroy all the immediate greenbelt land around Kidlington and north Oxford, will have a completely devastating impact on the lives, health, well being and free movement of wellestablished existing communities.</p> | | | | | | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | |
|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|--|

5261

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not “justified” or “consistent with national policy”. This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that “under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan”. The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored “all other reasonable options” &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the “exceptional circumstances” required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC’s approach is predicated on an assumption that “Oxford’s Housing Needs” form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that “the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the ‘best fit’ of local authority boundaries to a functional housing market area.” More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) “it is not the role of, or possible for, the plan to prescribe where people live and work;” and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a “separate five year housing land supply . . . For meeting Oxford’s needs.” This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF’s presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW’s concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a “reasonable option” for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW’s concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish “exceptional circumstances” for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW’s comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed “reasonable alternatives” & therefore cannot be considered to have demonstrated “exceptional circumstances” for the release of all of these sites from the GB. * Combined with the inadequacy of the evidence base, these concerns are amplified by the fact that the Submission Plan appears to prejudge the proposed development strategy irrespective of the evidence base. This is reflected in the fact that the (Executive Summary para xiv) states that the Plan “focusses development on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor” & earlier iterations of the evidence base acknowledged that only sites within two of the nine areas of search have been assessed, * Conversely TW have established that the TW site at Bloxham does form a “reasonable alternative” for development within a sustainable location which is capable of meeting housing need. This is consistent with CDC’s analysis within the HELAA (albeit that TW’s technical analysis is that the site is capable of accommodating a higher level of residential development). * Accordingly the TW site should be allocated for residential development (under this or an additional policy) prior to CDC moving on to consider the need for any Green Belt release. * Without the amendments sought above our clients do not consider that the Submission Plan can be considered “sound”, particularly with regards to being “positively prepared” or “justified.”

Reasons for Participation

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| PR-C-1539 | 10/10/2017 | Tim | Emptage | | | | | N |
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4836

Comments

Object to development on sites PR6a and PR6b. These sites are critical parts of the Oxford which prevent the coalescence of Kidlington and Oxford enabling each community to retain its own individual identity. It was to prevent this sprawl that the green belt was originally established. The proposed developments would leave such as small gap as to be completely useless in effectively separating the two communities. Kidlington would then become no more than an extension of Oxford. There is no evidence that this land should be released from the greenbelt on exceptional circumstances as studies have shown this land to be of high importance to the integrity and function of the greenbelt. The land occupied by the Golf Club makes a significant contribution to the green belt both in its landscape function and as a recreational activity. It should be noted that the Southfield golf course in Oxford has been rejected by the city council for a potential housing site. The plan proposes a very low density of houses which means it will be extremely difficult to achieve 50% affordable. It is clear that the position of this site will result in it being used for large, expansive houses attractive to commuters from London. This will do nothing to support the unmet housing need or to provide affordable housing for local people.

Changes Sought

Reasons for Participation

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| PR-C-1541 | 09/10/2017 | Maurice | White | | | | | |
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4842

Comments

Object to the change of use of the land PR6b, the Oxford Golf Course, a mature and established recreational facility, used by hundreds of local people, an alternative for which would take the best part of 10 years to establish even if the £20 million funding could be raised. It is accessible in ways that most other golf courses in Oxfordshire are not as it is close to North Oxford and the settlements like Kidlington to the North and most importantly connected by a frequent bus service to these areas for the significant number of people using public transport. It contributes to the health and well being of the population. Also environmental reasons for retaining a mature parkland of this kind, e.g. the wildlife served by this habitat. Any housing development here is likely to be low density to preservation the trees and ponds on site, as a result this is the most likely site to generate expensive housing aimed at commuters to the London area because of the nearby station; the generated housing need rather than the unmet housing need.

Changes Sought

Reasons for Participation

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| PR-C-1542 | 10/10/2017 | Cllr Andrew | Gant | Oxford City Council Liberal Democrat group | N | N | N | Y |
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4846

Comments

Considers that both CDC statements "considered reasonable alternatives" and that it has demonstrated "clear, exceptional circumstances for development within the Oxford GB" are unjustified, non-compliant and unsound as a result. "Reasonable alternatives" must include sites which are within reasonable commutable distance of Oxford but avoid the coalescence of Oxford and Kidlington and northward urban sprawl of Oxford, as required by the NPPF. This must mean that, for example, the Shipton Quarry site is appropriate to meet Oxford's housing need. Similarly, building on both sides of Oxford Rd (policies PR6a and PR6b) clearly breaches the NPPF requirement that settlements must not coalesce. The alternative site at Frieze Way, currently allocated as a replacement golf course, would not have that effect. These alternatives have not been sufficiently considered. Oxford City Council has re-stated the legal definition of GB that among its principal characteristics are "openness" and "permanence" The Council is right to do so. This is not consistent with the assumptions in this plan. We do not believe an "exceptional need" has been demonstrated to justify the breach of GB principles in the way the plan does. The need could be accommodated with far less damage to the GB by better and different use of some of the allocated sites, and by more consistent consideration of alternatives. Without such consideration, the plan is procedurally non-compliant, legally non-compliant with definitions of GB, and unsound in its consideration of alternatives.

Changes Sought

A fundamental review of site allocations is required, acknowledging that Green Belt must remain open and permanent, as required by the NPPF. Alternative sites within "easy commutable distance of Oxford" which do not cause urban sprawl or coalescence should be more proactively considered.

Reasons for Participation

To ensure full representation of the views and concerns of local people by their elected representatives

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-1560 | 09/10/2017 | Aubrey | King | | | | | |
| 4895 | Comments | | | | | | | |
| Objects because: 1. The proposals are not consistent with National Policy. They do not take into account the detrimental effect that removing these large areas of GB will have. These proposals therefore fail to meet the test of soundness as defined in Para 182 of the NPPF. 2. Oxford's LP has not yet been prepared, so CDC's allocation of homes is premature, is not an appropriate strategy & is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1580 | 09/10/2017 | Janet and Tim | Stott | | | | | N |
| 4924 | Comments | | | | | | | |
| Objection to policies PR3, (The Oxford GB), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). We are particularly concerned about the loss of the GB for PR6a as we are regular walkers on this land and aware of the wildlife and habitats that will be lost forever with the loss of this land. This land contains established grass snake colonies which will be destroyed. The grass snake is a UKBAP priority species of conservation concern ³⁹ . It is also protected under the Wildlife and Countryside Act, and the Bern Convention. We believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1589 | 01/10/2017 | Professor Peter | Robbins | | | | | N N |
| 4960 | Comments | | | | | | | |
| Object to proposal to build 530 homes on land to the west of Oxford Road, as it is not a justified or proven requirement and it is inconsistent with national policy. New Government methods for calculating housing need indicates 30% fewer houses required in Oxfordshire than previously forecast and the basis for housing allocations in Cherwell to accommodate its needs and the City of Oxford's requirements are overstated and invalid. Less land will be required to accommodate development and there are no exceptional circumstances to warrant the release of land from the Green Belt. Without prejudice to the above point, any proposals by Cherwell to release land from the Green Belt to meet the Oxford's needs are premature and unjustified given that the City of Oxford is in the process of reviewing its Local Plan and has not yet determined how much housing development can be accommodated on land within the City's boundaries. The land to the east of Oxford Road lies in the Kidlington Gap which forms a core component of the Green Belt separating Oxford and Kidlington. Development in this location would be in direct contravention of the fundamental aim of Green Belt policy which is to prevent urban sprawl by keeping land permanently open. The Kidlington Gap serves all the five purposes of the Green Belt and is strategically important. It is one of the clearest examples of an open area preventing the coalescence of settlements, checking unrestricted sprawl and safeguarding the setting and character of the historic city of Oxford. Its loss would fundamentally undermine the long established principles of Green Belt policy. The housing allocation proposed in Policy PR6b is also unsustainable, both on its own and in conjunction with the other planned releases of land from the Green Belt for housing. Infrastructure and services in and around Oxford are already under great strain. This applies to schools, hospitals/healthcare and roads. There is no capacity for major additional development. Oxford and the surrounding area are already beyond capacity in relation to infrastructure and services, and the further population pressure from the proposed developments is unacceptable. The road network in the immediate environs and the wider area is already highly congested. There are no clear, identified and funded proposals in the Plan to address these issues. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Delete PR6a housing allocation on land to the east of Oxford Road; delete PR6b housing allocation on land west of Oxford Road; delete PR7a housing allocation on land south east of Kidlington; delete PR7b housing allocation on land at Stratfield Farm; delete PR8 housing allocation on land east of the A44. | | | | | | | | |
| PR-C-1603 | 10/10/2017 | Gordon and Helen | Henning | | Y | Y | | N N |
| 5071 | Comments | | | | | | | |
| Not justified or effective in terms of SA Objective 10 (air pollution/road congestion). Whatever pedestrian, cycle or public transport provision is available, increased vehicular traffic will inevitably be associated with any development on this site (for personal reasons for many users e.g. disability, but also for delivery vehicles as more and more shopping is done online; drone use for delivery is being developed but unlikely to be an option here because of proximity 'London Oxford' (Kidlington) Airport). Climate change may well also increase the frequency and severity of adverse weather conditions making cycling etc. not only very unpleasant but also more often dangerous (e.g. in high wind). Also, no facilities or services are planned for this area. New residents will have to travel further to access essential services, facilities and employment opportunities. The prediction for the number of houses needed is questioned and is to be re-evaluated. It does not take into consideration the intrinsic value of the Green Belt for current and future generations and the Irreplaceable nature of the Green Belt. Development of the golf course, and then building a new golf course only a short distanced away, seems an astonishing waste of resources, particularly as the potential site for relocation of the golf course is green-field (agricultural) land. It is difficult to see how this development can be sustainable, given the lack of realistic plans for providing necessary infrastructure (e.g., transport, health care etc.) - and these are already significant, longstanding problems in Oxford and Oxfordshire. Not effective because is very likely to provide housing for London commuters rather than people employed in Oxford and local areas, and hence exacerbate many of the problems that Oxford and Oxfordshire already have such as traffic and very high demand on schools, healthcare etc. The considerable uncertainty over many financial and economic matters after Brexit mean that there is considerable uncertainty about whether the plan could be "deliverable over its period". Have seen little real evidence in recent years of effective co-operation between local authorities e.g. the lack of solution to the traffic problems in Oxford/Oxfordshire. Policy PR 6b is not consistent with the National Policy Framework (NPPF) for Green Belts. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| This policy should be withdrawn completely. There are other alternatives for increased availability of housing including: i) use of land within Oxford city for housing instead of employment - Oxford city appears to be planning for employment to outstrip its housing need even more than is now the case and, in particular, there is already a major development (the Northern Gateway) very close to the area covered by Policy PR 6b. ii) Increased housing density on sites already used or designated for housing within Oxford city. | | | | | | | | |
| PR-C-1618 | 10/10/2017 | Harry | Fletcher | | | | | N |
| 5584 | Comments | | | | | | | |
| Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road)- Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6b - Land West of Oxford Road

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| PR-C-1619 | 10/10/2017 | Gary | dáLuz Vieira | | | | | | |
| 5586 | Comments | | | | | | | | |
| Object to policies PR3, (The Oxford Green Belt), PR6a (Land East of Oxford Road) and PR6b (Land West of Oxford Road). - Believe these proposals are not consistent with National Policy because they do not take into account the detrimental effect that removing these large areas of Green Belt will have. These proposals therefore fail to meet the test of soundness as defined in paragraph 182 of the NPPF. - Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. - Development of these areas will effectively join Oxford and Kidlington, which is against Green Belt rules. - Developing these areas is more likely to result in high price commuter housing than the affordable housing currently needed for key workers in the city. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1622 | 09/10/2017 | Andrew | Hornsby-Smith | Kidlington & Yarnton Labour Party | N | Y | N | Y | |
| 5535 | Comments | | | | | | | | |
| Kidlington & Yarnton Labour Party acknowledges the real housing need for Oxford. It is not convinced that the need is for 4,400 houses to be built in Cherwell District. It opposes the allocations in the vulnerable Kidlington gap (proposed policies 6a, 6b), which it believes will mainly be used by London commuters rather than meeting local need; and by the size of the allocation made between Kidlington and Yarnton (Policy PR8). It considers that there are less harmful alternatives available at Gosford (the area allocated for playing fields in Policy PR 7a and at Stratfield Farm, Policy 7b). It also believes that land at Frieze Farm and close to Loop Farm offers alternatives that are closer to the Northern Gateway employment site and less damaging to the open countryside between Yarnton and Kidlington. It considers that the North Oxford Golf course provides an important Green Belt friendly amenity, and that the need for additional playing fields could be met south of the Park & Ride. It is concerned to ensure that the County Council develops additional Park & Ride capacity east of Kidlington, where the traffic impact would be less damaging than an extension at Water Eaton Park & Ride. It would support the provision of a railway station on the Cherwell Valley line, but not at the proposed location at Sandy Lane, but closer to the airport, Langford Locks and Lyne Road (for the benefit of Kidlington's residents). We are concerned that at each of the main allocations, an unreasonably high level of land has been extracted from the Green Belt, which we believe will lead to future speculative development that will be difficult to resist. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Opposes policies 6a, 6b. There are less harmful alternatives available at Gosford (the area allocated for playing fields in Policy PR 7a and at Stratfield Farm, Policy 7b); and by the size of the allocation in policy PR8. | | | | | I have spoken as a platform speaker at three public meetings in Kidlington and Gosford. I made a substantial representation at the Issues and Options stage. As a former parish councillor, I represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. I have an MSc in Transport Planning, so part of my representation covers that area. I also offer a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. I have no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. I believe my views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. My representation contains primary research evidence which I would wish to represent. | | | | |
| Land at Frieze Farm and close to Loop Farm offers alternatives that are closer to the Northern Gateway employment site and less damaging to the open countryside between Yarnton and Kidlington. | | | | | | | | | |
| It considers that the North Oxford Golf course provides an important Green Belt friendly amenity, and that the need for additional playing fields could be met south of the Park & Ride. | | | | | | | | | |
| It is concerned to ensure that the County Council develops additional Park & Ride capacity east of Kidlington, where the traffic impact would be less damaging than an extension at Water Eaton Park & Ride. | | | | | | | | | |
| It would support the provision of a railway station on the Cherwell Valley line, but closer to the airport, Langford Locks and Lyne Road (for the benefit of Kidlington's residents). | | | | | | | | | |

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-0055 | 11/08/2017 | Mr Ronald | Lloyd | | | | | N | |
| 99 | Comments | | | | | | | | |
| The statements in CLPPR paras 5.78, 5.81, 5.82 suggesting that the merits of meeting housing numbers "far outweigh" those of a vibrant social facility - the Golf Course - appears to be another assertion without explanation. That the University has 'made the land available' raises questions as to why. There are of course obligations on councils to fulfil policy agreements, but Cherwell also has a responsibility to support NPPF guidelines (paras 73, 74) and its own vision (Executive Summary ix.4), and intelligently question the focus on housing targets in the City more than the County. Motives of the owners of land leased to NOGC will, one assumes, have been examined. It would not reflect well on the Council if it emerged that cash proceeds of the sale were judged more important than fulfilling a primary responsibility of the University to help sustain the health and social wellbeing of people who live in the City, and even the County, in its management of an extensive portfolio of land. It is a responsibility of Councils to challenge the University to uphold the interests of local people. The suggestion that land at Frieze Farm could be a location for NOGC has been rejected by many on grounds of inadequate size, and unattainable levels of spending to create a course in any way comparable with current one. It also questions the logic of invading greenbelt by digging up the golf course and moving it a short distance, when the case for not building houses at Frieze Farm has not been made. However much hard work has gone into producing the land allocation plan it behoves the Planning Department to give proper consideration to new information and alternative views - especially of local people whose health and wellbeing are directly affected. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0092 | 18/08/2017 | Ian | Wilkins | | | | | | |
| 247 | Comments | | | | | | | | |
| Cannot understand the reasoning behind the proposed relocation of our well established and well used golf course. The logical proposal would be to leave the golf course on its existing site and put the housing that was destined for the golf course on to land at PR6c, the site reserved for the replacement golf course. It would be nice to think that the existing mature parkland golf course will be there for future generations to enjoy. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | | N | Y |
|------------------|------------|-------|------|----------------------------------------------------------------------|--|--|---|---|

818

Comments

As stated in our response to Policy PR6b the Parish Council is opposed to development on the North Oxford Golf Course and therefore to a replacement course being provided on this site. There is very little detail provided on this proposal which is of major concern. Indeed, the size of the site is not stated and there is no evidence provided to confirm that the site is large enough or suitable for a replacement course. It is not clear how the site would be accessed or what constraints exist to influence any future development brief. Whilst the Parish is opposed to the development of Green Belt, if development does have to go ahead within the Parish then we suggest that further consideration could be given to the suitability of Frieze Farm for housing. The site could link to the North Oxford Gateway and to existing road infrastructure. It could also help support the underused Stratfield Brake recreational facility.

Changes Sought

This allocation should be removed from the Plan together with the proposal for development of the North Oxford Golf Course. Further consideration could be given to the potential to use of the Frieze Farm site for housing.

Reasons for Participation

The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision.

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| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | | Y | Y | N |
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905

Comments

The site "Land at Frieze Farm" includes the Grade II listed Frieze Farmhouse. As the Council will be aware, paragraph 126 of the National Planning Policy Framework requires local planning authorities to recognise that heritage assets are an "irreplaceable resource" and "conserve them in a manner appropriate to their significance". Paragraph 129 notes that the significance of a heritage asset can be affected by development affecting its setting. Historic England therefore considers that Policy PR6c should include a requirement for the retention of the Frieze Farmhouse and a suitable setting. As written, the policy does not do this and so, in Historic England's view, does not conform with the Framework and thus is not sound.

Changes Sought

Policy PR6c should include a requirement for the retention of the Grade II listed Frieze Farmhouse and an appropriate sensitive setting in any golf course proposal.

Reasons for Participation

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| PR-C-0319 | 04/09/2017 | Mrs Philippa J | Nelson | | | | | N |
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940

Comments

In all probability, the proposed developments on sites PR6 and PR7 will, given their proximity to Oxford Parkway station, simply attract commuters to London.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|------|--|--|---|---|---|---|
| PR-C-0417 | 11/09/2017 | Chris | Pack | | | N | Y | N | Y |
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473

Comments

Objection on Protection of GB. The National Planning Policy Framework spells out the importance of the GB. North Oxford Golf Club is almost certainly the most important piece of the most critical part of the whole GB. It is especially critical for supporting the purposes of GB in preventing the merging of communities with subsequent urban sprawl and loss of identity. For years it has managed to separate Kidlington from North Oxford and preserve the special character of the uniquely historical city of Oxford from Kidlington, Gosford, Yarnton and Begbroke. Apart from being a golf course it also a parkland, contributing to the aims of GB as an attractive landscape supporting quite a rich biodiversity of fauna and flora characteristic of the countryside. The Proposed Submission does not comply with nationally accepted purposes of GB as laid down in the legal framework of the National Planning Policy Framework

Changes Sought

Reasons for Participation

I believe that submitting NOGC as an exception site for housing in the Green Belt is wrong, both morally and legally and cannot be justified. The case for protecting it needs to be stated clearly at the examination.

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|------------------|------------|-------|------|--|--|---|---|---|---|
| PR-C-0417 | 11/09/2017 | Chris | Pack | | | N | Y | N | Y |
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474

Comments

The National Planning Policy Framework is very specific about the importance of providing appropriate Recreational facilities for communities. Recreation itself is crucial for physical, mental and social health. North Oxford Golf Club performs a vital role in these respects which would collapse with the demise of the club. It is a thriving club and, importantly, open to all. There are 475 members, most of whom play regularly; additionally, around 3,000 visitors play here every year – in addition to similar numbers who visit the club for social and other (including e.g., Pilates) purposes. Club members come from all ages and walks of life and regard this club rather like we might regard our family. At one extreme, our junior section fosters an interest in sport from an early age. At the other extreme, our many senior members consider this club to be their life blood. Some of these have led active sporting lives but may no longer be able to pursue the more physically demanding sports. Take away this club, and you remove from all age groups the health benefits - mental and physical. Many members have expressed how important it has been to be able to rely upon it for their recreational and social life. Approving this site for development would directly contradict all that the Government and your own Council have been saying about the importance of recreation and would not be compliant with the National Planning Policy Framework.

Changes Sought

Reasons for Participation

I believe that submitting NOGC as an exception site for housing in the Green Belt is wrong, both morally and legally and cannot be justified. The case for protecting it needs to be stated clearly at the examination.

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-0417 | 11/09/2017 | Chris | Pack | | N | Y | N | Y |
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475

Comments

Critically, the National Planning Framework (para 74 under 'Health') says that sports facilities should not be built on unless equivalent or greater provision is made elsewhere. The proposed Submission Plan has put forward a field known as Frieze Farm as a suitable replacement course. This was suggested after the initial consultation and rather late in the day-almost as an afterthought. The Planning Officers talked to the Colleges/Agents about Frieze Farm but it didn't talk to the Golf Club about this possible replacement. If they had they would have found that this site would be totally unsuitable as a replacement. No assessment has been made to show whether or not the North Oxford golf course is surplus to requirements. But the very fact that they have offered a replacement would indicate that the planners believe that a golf course in this immediate area is in fact needed and in demand. I have already shown that North Oxford Golf Club is a thriving club with a good sized membership and is making a high quality contribution to recreational and social needs. Furthermore, Frieze Farm is simply an area of agricultural land used mainly for cereals. It is an almost empty, fairly flat featureless area of land with few if any trees and no natural features to build upon in designing an interesting new course equal in quality to the present North Oxford course. There are no trees to compensate for the loss of a beautiful parkland course of numerous species. The northern edge is traversed by electricity pylons. Access is by a small entrance and track off the very busy A44 and very close to the A44/ Frieze Way roundabout. A new 18 hole course could not be fitted into the smaller Frieze Farm site and it is doubtful that it could satisfy Health & Safety regulation. There is nothing in the submission about how it would be provided and who would pay. The conclusion must be, therefore, that whatever the other objections, any attempt to develop North Oxford Golf Club for housing or any commercial purpose would not be compliant with the National Planning Policy Framework and could not be justified in law.

Changes Sought

Reasons for Participation

I believe that submitting NOGC as an exception site for housing in the Green Belt is wrong, both morally and legally and cannot be justified. The case for protecting it needs to be stated clearly at the examination.

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|------------------|------------|-------|------|--|---|---|---|---|
| PR-C-0417 | 11/09/2017 | Chris | Pack | | N | Y | N | Y |
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476

Comments

Oxford's housing need in large part arises from the concentration of jobs in the City area – roughly twice as many as houses to serve them. The City Council continues to pursue a reckless policy of reserving huge areas for employment within the city boundary without the housing to go with them. Their only solution is to annex GB land for the housing that their policy demands regardless of the impact that this will have upon the principles and purposes of the GB, recreational needs and upon the merging of communities. The only reason for putting forward GB sites between Oxford and Kidlington is because they are close to Oxford and the landowners are more than willing to release the land for their own profit. It is worth noting that Cherwell is the only District concentrating on such a small area of massive and unsustainable urban extension. It is unlikely that the golf club site will do much to help local housing need. Because it says it is a nice area, Cherwell suggests building at half the density of other sites and it would be an estate including many large houses and commuters to Marylebone. For any proposed social housing on the site it is worth noting that prices on the largest estate built in Oxford for a generation at Barton, just a few miles from the golf course, will start at £299,950 for one-bedroom and £360,000 for two-bedroom apartments. Hardly affordable!

Changes Sought

Reasons for Participation

I believe that submitting NOGC as an exception site for housing in the Green Belt is wrong, both morally and legally and cannot be justified. The case for protecting it needs to be stated clearly at the examination.

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| PR-C-0458 | 06/10/2017 | Malcolm | Austen | | | | | |
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493

Comments

Objection made to Policy PR 6c to reserve land at Frieze Farm for the potential construction of a new golf course. Why cannot this land be deemed suitable for housing. The land is bounded by the A 44 and Frieze Way which affords good access to Oxford and the remainder of the County. The construction of a new golf course on a farm site would take several years to be playable and cost several million pounds, which C.D.C apparently do not consider is a cost to them.

Changes Sought

Reasons for Participation

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| PR-C-0487 | 07/10/2017 | Brigadier M J F & Dr A R | Stephens | | | | | N |
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5410

Comments

Object to Policies PR6b and PR6c and contend that the proposed submission plan is unsound, inadequately researched and, as a result, not justified at this stage. Policy PR6c makes provision for a new golf course, but from the land available at Frieze Farm the replacement would be a lesser facility than provided by NOGC which is a tightly designed 18-hole course with virtually no provision for highly desirable safe practice areas. Anything provided at Frieze Farm would be substantially less acceptable than the cleverly-developed and well-kept facility that is NOGC. If land has to be taken from the Green Belt for housing why not use Frieze Farm? NOGC is clearly the most important part of the Green Belt separating the village of Kidlington and the creeping urban expansion of Oxford City. We realize that much work has been put in to produce a very lengthy document but the brief comments on the subject in paragraph 21 of PR6b on page 99 clearly demonstrate that the proposed plan as it relates to NOGC has not been adequately examined on the ground and the ramifications of destroying a 110-ten year old and very well used golf course in the Green Belt have not been given adequate consideration.

Changes Sought

Reasons for Participation

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| PR-C-0499 | 30/09/2017 | Alan | Oliver | | | N | | N |
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1189

Comments

1. The sites are on Oxford GB. GB's remain Govt. policy. Land between N Oxford & Kidlington is unique as it fully accords with the 5 GB purposes as per para 80 of the NPPF. GB's are designated to manage the location of new development, they would not exist were there not pressure to develop on them. Such pressures cannot be considered exceptional circumstances. As per para 84 of the NPPF there's no evidence of alternatives being considered i.e.. using allocated, undeveloped employment land in Oxford for housing & promoting employment growth outside Oxford, creating a better balance between where people live & work. Have the LA's co-operated in looking at alternatives? This land being GB also complies with para 81 of the NPPF. It is used for sport & recreation, is biodiverse & visually pleasing. 2. The identified housing needs rely on an outdated study which has never been independently assessed. Revised Govt. figures indicate a reduced requirement. It now seems there is no need to build on GB. Even if there is a need on this scale, it is a poor location to meet Oxford's needs, being adjacent to a London commuter rail line & in the expensive part of Oxford. The private housing will likely attract London commuters & won't provide affordable homes for people with jobs in Oxford. It is evident that many house buyers in N Oxford are those moving from London & continuing to work there. 3. Unsound in allocating NOGC for housing & not taking into account NPPF para 74. Understand NOGC weren't involved in discussions prior to this. NPPF Para 74 says existing sports facilities shouldn't be built on unless it assessed as surplus to requirements or replaced by equivalent or better provision. No such assessment has been made. NOGC, a well established & thriving club with 475 members & 3000 visitors p.a. Its clubhouse is used by the wider community. As a flat course, it is especially suitable for seniors. NOGC is needed. It is not sound practice to propose allocating land for housing & to carry out a retrospective assessment of the need for a golf course. We need this space for the health & wellbeing of locals. The land at Frieze Farm as a replacement GC, appears to be an afterthought. It is too small. Building a new GC on a similar sized site to NOGC would cause H & S issues unless mature trees were in all the right places. No indication shown on how it could be financed or developed. Apparently the landowners have stated to NOGC that they have no intention of providing another GC or providing the level of funds that would be needed. The mature landscape central to the current GC couldn't be replaced in reasonable time & therefore the 2nd criterion of para 74 cannot be met.

Changes Sought

Reasons for Participation

The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Killington Gap retained.

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-0499 | 30/09/2017 | Alan | Oliver | | N | N | | |
| 1190 | <p>Comments</p> <p>4. NOGC is a biodiverse landscape. Containing different tree species & 55 recorded bird species & pond life. The NPPF states this is important for health & wellbeing. It is much valued by locals. Land N of Cutteslowe Park is also important in this respect, changing the open nature the Parks. It is a well used facility. 5. The development will put further pressures on transport & other infrastructures. Seemingly funding bids for infrastructure are being made to cater for growth, but funding has not been secured. Growth shouldn't be approved until infrastructure can be provided & it's demonstrated that any proposed measures will be effective. Traffic in the N Oxford area is already severe. Work on the 2 roundabouts hasn't improved this. More housing will add to congestion & air pollution. Oxford has good public transport provision, but not all who work/live locally will use this. Increased housing & employment levels will add to congestion with its health implications. It will reduce Oxfords' attractiveness as a business location & place to live. Putting more housing & employment in this area cannot be viewed as sustainable. There are also severe existing pressures on other services including health and education.</p> <p>Changes Sought</p> <p>The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Kidlington Gap retained.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0500 | 30/09/2017 | Gill | Oliver | | N | N | | |
| 1191 | <p>Comments</p> <p>1. The sites are in the Oxford GB. GBs remain Government policy. The Kidlington Gap land is in GB and fully meets all 5 of the purposes of GB set out in para. 80 of the NPPF. GB's are designed to manage the location of new development and would not exist were there not pressure to develop within them. The existence of such pressures cannot therefore be considered exceptional circumstances. There is no evidence (as per para 84 National Planning Policy Framework) that serious consideration and cooperation by local authorities has been given to alternatives such as using allocated and underdeveloped employment land in Oxford for housing and promoting employment growth outside Oxford to create a better balance between where people live and work. This land is also used positively for outdoor sport, recreations and has value for biodiversity and visual amenity. 2. The identified need is based on an outdated study and revised Government figures indicate a much reduced requirement. This is a poor location to meet Oxford's needs as it is adjacent to a commuter rail line to London and in the most expensive part of Oxford for housing. Therefore will likely cater for London commuters rather than provide the required affordable housing. 3. Para. 74 of the National Planning Policy Framework says that existing sports facilities should not be built on unless an assessment is undertaken showing it is surplus to requirements of replaced by equivalent or better provision. No such assessment as been made. It is understood that the Golf Club were not involved in discussions prior to the allocation. The Golf Club is well established, thriving club whose facilities are also used by the wider community. As a flat course it is particularly suitable for senior members. This facility is clearly needed for the health and well-being of residents. The allocated land at Frieze Farm as a replacement golf course is seemingly an afterthought with no indication of how it could be developed or financed. The mature landscape central to the current course could not be replaced within a reasonable timescale. This creates major health and safety issues and does not meet the second criterion of Para 74. 4. The golf course is valuable in terms of biodiversity and landscape, containing 25 different tree species and 55 regularly records bird species as well as pond life. There would also be a negative impact on the open nature of the land to the north of Cutteslowe Park. 5. Further pressures will be put on transport and other infrastructures. No funding has been secured for further infrastructure and growth should not be approved until it can be demonstrated that any proposed measures will be effective. It has been reported that the recent works on the 2 roundabouts have not improved queue times. More housing will add to congestion and air pollution, put pressure on health and education services, as well as reduce the attractiveness of Oxford. It is difficult to understand that putting more housing and employment in this area can be viewed as sustainable.</p> <p>Changes Sought</p> <p>Housing allocations in Kidlington Gap should be removed from the Plan and GP designation of Kidlington Gap retained.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0510 | 08/10/2017 | Rachel | Walton | | | | N | |
| 1219 | <p>Comments</p> <p>GB is designed to protect from overdevelopment. If PR6 and /or PR7 are permitted, Kidlington, Yarnton and Begbroke will become victims of urban sprawl and become a suburb of Oxford. This GB should not be sacrificed as it will irrevocably damage the countryside, wildlife and biodiversity of North Oxfordshire, reducing quality of life for local residents.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0532 | 03/10/2017 | David | Fitchett | | | | N | Y |
| 1308 | <p>Comments</p> <p>1. Proposed density means expensive 'commuter' houses will be built not meeting Oxford City Council's unmet housing needs. 2. Golf course has been in existence for over a century and matches all purposes of GB set out in Government's National Planning Framework. 3. This land and natural habitat is well cared for and should remain as a green lung between Oxford and Kidlington. 4. The National Planning Framework (Para4 under "Health") states that sports facilities should not be build on. Not a viable proposition to relocate this to Frieze Farm - takes decades to mature and establish a customer base. With keen competition no business case could be made that would justify the setup investment costs. 5. The course is extremely well played with nearly 500m members and over 3000 visitors annually. Contrast this to football pitches which only get used twice a week. 6. Is also a well used community facility for various functions. 7. The club is a business employing some 20 staff and contributing to the local economy. 8. Important countryside cultivated with over 25 tree species specially planted and maintained. Includes strategic water features creating habitat for many flora and fauna with some 55 bird species ranging from gold crests to buzzards. 9. Traffic flows already horrendous and due to worsen with Northern Gateway development. Even more houses will make congestion unbearable. 10. Many under utilised areas around Oxford could be developed - why take away land that is serving a useful purpose for the community.</p> <p>Changes Sought</p> <p>Take North Oxford Golf course (PR6b) out of the Plan completely</p> <p>Reasons for Participation</p> <p>Because I do not believe the Councillors have all the facts</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1423 | <p>Comments</p> <p>The NPPF states that one of its Core Planning Principles (para 17) is to take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the GBs around them, and noting (at para 79) that the fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open. Paragraph 83 states that once established, GB boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. The recent Housing White Paper, clarifies what the steps before a finding of "exceptional circumstances" should be, when local authorities can demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements. Amongst these "reasonable options" which Local Authorities must demonstrate they have considered before there can be the "exceptional circumstances" required for review/release of GB land are: • making effective use of suitable brownfield sites and the opportunities offered by estate regeneration; • the potential offered by land which is currently underused, including surplus public sector land where appropriate; • optimising the proposed density of development; and • exploring whether other authorities can help to meet some of the identified development requirement. Although not yet law, the White Paper illustrates how high the hurdle for exceptional circumstances must be, given that the NPPF's "fundamental aim is keeping GB land permanently open", and the need to show there are no "reasonable options" before considering GB release.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
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| 1429 | <p>Comments</p> <p>GB: CONCLUSIONS: 1. Government Policy and the Public Interest both require the GB to be permanent unless truly exceptional circumstances necessitate consideration of release. 2. Oxford unmet need is not an exceptional circumstance, firstly because it has not been defined and secondly because there are ample reasonable alternatives to accommodate it. 3. The LUC GB study was conducted on flawed principles and should be given little weight. 4. Cherwell have cited no other exceptional circumstances which hold any water – and their primary arguments – proximity to Oxford – is in fact a key argument for GB retention rather than release. 5. If at some future time an Oxford “unmet need” has been shown to exist and satisfactorily quantified, and if that requires any allocation to Cherwell, there are alternatives available to the District other than releasing GB land and therefore none should be released.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1428 | <p>Comments</p> <p>THE GB STUDY No great weight should be given to the LUC GB Study. Its purpose was not to determine whether any of the GB made no, or an insignificant contribution to, the purposes of the GB since clearly all of the GB land contributes, and the loss of any would be harmful. Rather, in its own words, the GB Study has been commissioned by Cherwell District Council to assess the suitability of the strategic sites being promoted for development against the five purposes of the GB. In other words the sites had been pre-selected, as we showed above, in the face of GB policy, and targeting the most fragile point in the entire Oxford GB. LUC continue The considerations that will determine the most appropriate scenario, or combination of scenarios, will largely relate to the existing or potential environmental qualities and value of land, and to the sustainability of residential development. This will enable Cherwell District Council to consider whether there are ‘exceptional circumstances’ (under paragraph 83, NPPF) to justify altering GB boundaries through the Local Plan process, i.e. to enable existing GB land to contribute to meeting Oxford’s unmet housing need. That is, value is not primarily judged against GB purposes at all, but against environmental ones, and the sustainability of the land for housing development. LUC found that Release of areas identified as making a low contribution to GB could provide only 5.8ha of potential development land 4.13). Release of areas identified as making a low or low-moderate contribution to GB could, subject to consideration of cumulative impacts, provide 34.6ha of potential development land(4.14). Release of areas identified as making a low, low-moderate or moderate contribution to GB could, subject to consideration of cumulative impacts, provide 166.7ha of potential development land (4.15). Although as noted above, the judgment was largely not on GB grounds, moderate harm was considered acceptable in order to release a larger amount of land. LUC acknowledge that release of fragile GB 4.16 GB that occupies only a small/narrow area between separate urban settlements will tend to rate highly in terms of its role in preventing settlement coalescence. This exactly describes the land chosen for release; but LUC went on. However, if environmental assessment determines that this land lacks significant value then a case could be made for accepting the coalescence, or near-coalescence, of settlements in order to maximise the scale of development in one area. That is the, subjectively assessed low environmental value trumps urban sprawl and severe coalescence, the two founding principles of the GB. Further, they have targeted the very point at which the GB is already narrowest – the Kidlington Gap between Kidlington and Oxford – for release, directly creating the coalescence of two distinct settlements (It is material that Oxford itself is proposing to breach that same area from the South with a proposed development of St Frideswide Farm). The sites concerned are all at the exact point in the GB where coalescence of settlements (Oxford and Kidlington) is most threatened, with the built areas separated presently by a few fields. The proposed GB reviews, together with the release of the Parkway Station and Park and Ride would effectively merge the two settlements. Although Kidlington (population 13,000, 2011) is statutorily a village, it is larger than many towns, notably Thame (11,600) and Henley (11,700) in Oxfordshire.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1427 | <p>Comments</p> <p>DUTY TO CO-OPERATE - The SHMA is explicit that Authorities are not expected to meet OAN (Objectively Assessed Need) in full if e.g. it would necessitate Green Belt development. It has been the unforced choice – not the requirement – of Oxfordshire’s Councils to agree to meet the SHMA need in full despite wide swathes of Oxfordshire being GB and AONB. It is therefore incumbent on Councils to take on each others’ “unmet need” if it would otherwise require GB land to be released. As shown, Oxford’s unmet need is very far indeed from being quantified or crystallised, but, if it were, it would be the duty of other Councils to assist Cherwell in meeting its part of that need without releasing GB land, not least by assisting Cherwell to understand how to do so within its own borders. There is no evidence that this has been attempted. Finally, the new OAN calculation proposed by the Government during the consultation defines “need” as the figure shown in the Government’s own tables on household projections. This is overlaid in the proposed calculation with an arbitrary (and ill-conceived) uplift intended to reduce house prices. It is also accepted that local authorities may if they wish further inflate their housing targets to provide further economic growth than that already included in the government’s base tables. However, it is submitted that these latter two elements cannot be defined as “need” and neighbouring Councils have no duty to co-operate in meeting them.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | |
| 1426 | <p>Comments</p> <p>OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT (continuation)</p> <p>c. Even if there were no reasonable alternative sites, and even if densities on allocated non-GB sites could not be increased, the release of GB land could be substantially reduced. The total GB land proposed to be released is 264 ha. 10 hectares is proposed to be released for the station and Park and Ride, which already exist on GB land. There is no obvious rationale for the release. The net GB land to be released for housing is 254 hectares However within this area only 153 hectares is proposed to be actually used for housing, with the rest being allocated for sport, nature, agriculture etc., all legitimate GB uses. On the residual land 3990 houses are proposed at a density of 26 dph (although an average of 34 is claimed in the Plan). If build densities were increased to urban levels – the Council’s stated Policy is to treat these incursions for Oxford’s unmet need as urban extensions – then 70 houses per hectare, utilising only 37% of the land would be appropriate. This would require only 57 hectares, all of which could be comfortably accommodated on PR8, the least damaging in terms of coalescence and the Kidlington Gap of all these sites.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | |

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1418 | <p>Comments</p> <p>TRANSPORT - THE PROPOSED NEW STATION AT KIDLINGTON/BEGBROKE. The initial proposals for the development made great emphasis on the provision of a new railway station “between Kidlington & Begbroke”, the implication being that this station would cater for the needs of residents to reach their places of employment in Oxford and that therefore the housing plans are more sustainable. The relevant railway line is that from Oxford and the south to the midlands and north via Banbury. It is intensively used with half hourly cross-country trains and frequent freights including regular intermodal trains from and to Southampton docks. There is also a local service of 12 trains per day each way (9 on Saturdays, 3 on summer Sundays, none on winter Sundays) calling at the intermediate stations at Tackley, Heyford & Kings Sutton. North of Aynho Junction, as far as Banbury, these trains all have to interwork with the three trains per hour on the Chiltern Line to and from London Marylebone. There are presently no proposals for a new station on this line, nor are there likely to be. Neither Network Rail, Oxfordshire County Council nor any train operator has any aspiration for a station here. It does not feature on any relevant route study or strategic proposal. For example, we note that no such plans have been included in the Oxfordshire Infrastructure Strategy, signed off by the Oxfordshire Growth Board in September 2017, which claims to 'provide a view of emerging development and infrastructure requirements to support growth from 2016 to 2031 and beyond'. This includes a description of numerous rail improvement projects both pre and post 2031, as well as listing infrastructure priorities for the A40 Corridor, but gives no mention at all to a new station in this area. Journey time for the local trains is 30 minutes and they only just slot in between the other services; in other words, a train leaving Banbury soon after the previous southbound train only arrives in Oxford just before the next one. To add an extra stop on the route would make this pathing issue even more tricky. It would be possible to accelerate the journey time with electric trains which have better acceleration and deceleration rates and thus allow an extra stop in the same timetable but although the previous government did announce a scheme to electrify this railway as part of its “electric spine” in 2012, this has been deferred and there is at present no prospect of this happening. Great Western Railway (GWR) operate the local trains and they do have an aspiration to increase the frequency to a train every 90 minutes across the whole day but it is only an aspiration, not a timed commitment. Even that frequency is not really sufficient to attract substantial numbers of commuters to use rail on a daily basis. For that a half hourly service level is, these days, a basic requirement. The station at Oxford Parkway, opened in October 2015 and connected to Oxford station in December 2016 has in any case now become the railhead for Kidlington, swathes of north Oxford, Headington and surrounding villages. The rail industry as a whole is thus utterly unlikely to wish to commit to another new station “between Kidlington and Begbroke”.</p> | | | | | |
| | <p>Changes Sought</p> <p>References to the station should be removed from the Plan as it is not deliverable within the lifetime of the Plan and therefore is not effective. Any element of development that is dependent on this station being delivered should be removed from the Plan as unsound. Plans for additional housing in north Oxford/south Kidlington should be put on hold until the Oxford to Cambridge Expressway route is settled, the East West railway is re-opened and the full extent of the expansion of Bicester is agreed, with its possible new transport infrastructure.</p> | | <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. We would like to attend the oral part of the Examination.</p> | | | |

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1424 | <p>Comments</p> <p>OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 1. Is the Oxford unmet need real or realistic? Cherwell argues that an “exceptional circumstance” exists in the Inspector approving the adopted plan having added a requirement for “a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford GB, “once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, IS FULLY AND ACCURATELY DEFINED”. (Our emphasis) It was our view at the time that the Inspector could have exceeded his remit as there was no evidence before him suggesting that further development in Cherwell was impossible without breaching the GB, nor of the precise quantum of Oxford’s unmet need (if any existed) or the capacity of other Districts to accommodate it. However it is relevant that he proposed a Review only AFTER Oxford’s unmet needs were fully and accurately defined. They still are not, and a review is therefore premature even on the Inspector’s terms. According to the City Council in a report to Scrutiny Committee (12th June), the agreed unmet need allocation, is used as a working basis for current local plans in Oxfordshire which will be updated when the Oxford Local Plan is completed. In other words it is presently neither fully nor accurately defined, as the Inspector had required it should be. Oxford has only now started its own Local Plan process to reflect the Oxfordshire Strategic Housing Market Assessment (SHMA), three years after it was published, and long after Oxfordshire’s other Districts. Its draft Local Plan gives no figure for unmet need, or for the City’s capacity to meet it. However, taking Oxford’s overall “need” to be for 28,000 houses over the plan period, CPRE argues that at least 26,000 could be provided inside the City itself by switching employment sites – the use of which for employment would only exacerbate the housing need the City Council describes as being its Number One priority to overcome – to housing, and increasing densities on all sites to compact city levels. That is even before the outcome of a review of further sites to which the City refers in its plan. (See Oxford/Densities paper attached) Consequently the Inspector’s condition, that Oxford’s unmet need should first be “fully and accurately defined” is nowhere near met, and, further, there would be little or no “unmet need” for other Authorities to consider. In any event, a “working assumption” of need cannot be an exceptional circumstance justifying GB release, especially when it is likely to be extremely inaccurate. Finally, during the course of this consultation the Government has proposed a new OAN formula to replace the SHMA (on which all the Review numbers are based). This new formula, if adopted, would reduce Oxford’s total annual housing need from a SHMA mid-point of 1400 per annum to 746, that is by 47%. This would in turn reduce “unmet need” by two thirds, even before taking into account that the City should use employment land to satisfy existing housing need rather than exacerbate it and build at densities appropriate to cities. The new OAN is at the very least further evidence that the level of unmet need this review seeks to satisfy is neither fully nor accurately defined.</p> | | | | | |
| | <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.</p> | | <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | |

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | |
| 1422 | <p>Comments</p> <p>The primary duty of a Local Authority must be to the people it represents. In an independent market research exercise, with a very high sample size, conducted across Oxfordshire by Alpha Research of Thame in April 2015 respondents were specifically prompted that there was considered to be a need for more housing, and of the extent and purpose of the GB, before being asked whether the GB, should be developed for that, or indeed any other, purpose. Their answers were therefore fully informed by recognition of housing need. 76% of respondents considered that the GB should remain undeveloped; 66% considered housebuilding the greatest threat. Although polls have something of a tarnished reputation, this has resulted from situations where marginal inaccuracy can lead to wholly incorrect forecasts in narrow binary decisions. In this case the sample size was so large and so representative, and the outcome so conclusive, that whilst there might be up to a 5% margin of error, this would not be capable of affecting the result, or its scale. Further, this is in line with previous polls, adding to confidence that it accurately reflects public opinion. The same exercise showed that in North Oxfordshire – closely correlating to Cherwell - the outcome was hardly less conclusive, with 71% of respondents supporting the proposition that the GB should not be developed for housing or any other purpose. This was despite years of constant media campaigning by the City Council that Oxford has “no option” but to spread over the GB unless people are to go homeless (a wholly fallacious claim). Despite the City’s campaigning, 73% of non-homeowners, and 74% of C2DEs agreed that the GB should not be developed for housing. In other words, the people who would be expected to have been the most responsive to the City’s campaigning rejected GB development almost as strongly as the general population. Indeed 73% of the City Council’s own constituents rejected it. There can be no doubt that the people both of Oxfordshire, and of Cherwell itself, reject GB development in principle, and this must be given great weight in any consideration of doing so.</p> | | | | | |
| | <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> | | <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | |

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1421 | <p>Comments</p> <p>CPRE is opposed in principle to the release of GB land – as is national planning policy. A very strong case therefore has to be made to establish the exceptional circumstances required for the release of GB land. The Cherwell Plan goes nowhere near making such a case; Cherwell’s electorate strongly supports retention of GB land as does Government Policy. There are a number of reasonable alternatives. The houses to satisfy Oxford’s ‘unmet need’ targeted at the Cherwell GB could not only, on the Council’s own admission, be sustainably built elsewhere in the District on other sites, or by increasing the density of build on existing sites, but also, at least to a considerable extent, within the City itself. Failing that, if there were genuinely no available option other than release of GB, national policy indicates that Cherwell would be expected to decline to do so and require other Councils to co-operate in meeting the unmet need Cherwell itself cannot satisfy. Additionally, during the course of the consultation, the Government published a revised Objectively Assessed Need (OAN) calculation, showing a total Oxford need of half that identified by the Oxfordshire Strategic Housing Market Assessment (SHMA). If adopted the new formula would make it certain that Oxford could accommodate all of its own housing need, and therefore there would be no “unmet need” for Cherwell to meet. The proposed OAN also reduces Cherwell’s own need by a third, meaning that even if there were any Oxford unmet need to be covered, it could be met within the surplus the new OAN creates in Cherwell’s adopted plan. This review is therefore premature and should be suspended at least until new “need” figures are crystallised.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1420 | <p>Comments</p> <p>Government Policy requires development in the GB to be the very last resort, only to be considered if there is no alternative. Cherwell has stood that Policy on its head by making building in the GB its very first choice, rejecting what it accepts were reasonable alternatives. Cherwell says that building as close to Oxford as possible trumps all other considerations. Since Oxford is surrounded by GB, that has led them to select not just GB sites, but the very closest GB sites to the City, at the Kidlington Gap, where the GB is most fragile, just a few fields wide. It is those few fields the Council plans to build on, flatly contrary to GB policy, and the known wishes of the overwhelming majority of its electorate. If the Council gets away with this plan, it will also, again contrary to GB policy, cause the merger of Yarnton and Begbroke into Kidlington; expose Kidlington itself to being engulfed by the predatory City Council which has sought to subsume it for at least thirty years; and also, by declaring that proximity to Oxford is itself an exceptional reason to build on the GB which surrounds the City, fundamentally undermine its very purpose, risking opening the whole GB to development.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1419 | <p>Comments</p> <p>Not Positively Prepared. Not Justified. Not Effective. Not Consistent with National Policy.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1425 | <p>Comments</p> <p>OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 2. If Oxford’s unmet need were realistic could it be met elsewhere in Cherwell than in GB? a. Yes, it could be met on non-GB sites. Cherwell found that the required number of houses could sustainably be built elsewhere, outside the GB, at Junction9 M40, Arncott, Bicester and surrounding area, Upper Heyford, Junction 10 M40, Banbury and surrounding area. They rejected these alternative sites because they might upset the evolution of the current adopted plan – although why competent planners would not be able to deal with that problem, if real, is not apparent; because there might be shortfalls, although why these should be greater for Oxford’s unmet need than for Cherwell’s own need was not explained; and more dispersed options provided less opportunity for strategic infrastructure investment (e.g. transport and education), although why this would be the case for, for example, Upper Heyford which is already targeted and developed, or for other centres which already benefit from services, is not explained. The overriding reason for their rejection however was clearly that they were less well situated (than the GB sites) to build communities associated with Oxford, to assist with the delivery of the Oxford Transport Strategy, to provide affordable transport options, and more likely to involve commuting. It is significant that even GB sites like the previously developed Shipton Quarry, were rejected as Development here would relate to Shipton-on-Cherwell, not Oxford. Therefore the parcel plays no role with respect to this purpose (Oxford’s unmet need). Simply put, this amounts to saying that all reasonable alternatives were unacceptable because they were not in the GB, or, if they were in the GB, were too far from Oxford. It is an argument that urban sprawl into the GB is justified by the fact that only GB sprawl could (by definition) be close enough to the City; in other words it is an argument not just for nibbling at the GB but for undermining its core purpose. It is clearly unacceptable in its own terms. Further, the proposed new OAN calculation would reduce Cherwell’s own need by 33%. The effect of this would be that 33% of the housing trajectory in the Council’s adopted plan would be superfluous to Cherwell’s own requirement and therefore available to satisfy any unmet needs of neighbouring authorities that might arise. b. The unmet need could be met by marginal density increases on generally low density allocated sites. Policy BSC2 in the adopted plan states New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development. Yet Policy Bicester 1 allocates 380 hectares to just 6,000 homes which is 16 houses per hectare. Assuming for these purposes that 30 dwellings per hectare is the average across the District, the sites to which the present 22,800 homes are allocated would need to increase build density by just 5%, to 36%, to accommodate all of the “working assumption” of Oxford’s unmet need. This would still be less than half the density of Central Paris or Barcelona, or Islington in London. Higher density build would also mean smaller houses, of which 63% of Oxfordshire’s SHMA need is comprised, and thus better meet public requirements. High densities also reduce the need for car travel and create a stronger sense of community.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-0660 | 07/10/2017 | Carol | Matheson | | | | | N |
| 1633 | Comments | | | | | | | |
| The land at Frieze farm could be used for houses if it is necessary to have housing on the GB. Frieze Farm is on the edge of the new business development area in north Oxford giving easy access between the two, and preventing a 110 year sporting facility being destroyed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | N |
| 1684 | Comments | | | | | | | |
| Why on earth are you planning on moving the golf course here? Just build here! As stated in our response to Policy PR6b the Parish Council is opposed to development on the North Oxford Golf Course and therefore to a replacement course being provided on this site. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0711 | 08/10/2017 | Gary | Lancaster | | | | | N |
| 1780 | Comments | | | | | | | |
| The proposal to build housing on the area of North Oxford Golf Course and move it to the Frieze Farm area has apparently not been agreed with the owners of the Course. The farmland, featureless and surrounded by pylons, is unsuitable for a golf course, and in fact already has a plan for further housing, including a link bridge over Frieze Way between the two new areas of housing. It is hard to escape the conclusion that despite what the plan states, the actual result will be these two areas of housing, rather than the promised one, and the amenity of a golf course will be lost. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0717 | 01/10/2017 | Pierre | Pazgrat | | | | | |
| 1803 | Comments | | | | | | | |
| • The proposal is to relocate on a fairly flat and largely arable land which does not fit a golf course need. • The current owners of the Frieze Farm have not given their approval to have the club relocated there. It is not clear how this relocation will be funded. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
| 1942 | Comments | | | | | | | |
| Policy PR6c - Land at Frieze Farm. No objection to this allocation but recommend that appropriate ecological surveys are prepared to inform the design of the golf course. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Potential biodiversity impacts as outlined in the representation. | | | | | | | | |
| PR-C-0773 | 10/10/2017 | Philip | Rawle | Greenlight Developments | Y | Y | N | Y |
| 1951 | Comments | | | | | | | |
| Does not consider the Partial Review of Cherwell Local Plan to pass the 'tests' of soundness, in terms of being positively prepared, justified, effective and consistent with National policy. This is because the Partial Review does not make reference to the need for C2 units (residential institutions, including care homes), nor to care/nursing homes more generally. Policy PR2 deals with C3 uses only. Further limitations on current local planning policies (adopted and emerging) are outlined in the accompanying Note prepared by Lichfield's. In terms of National policy, the Government's National Planning Practice web-based resource in the section on 'Housing and economic development needs assessments' provides guidance to the plan-making process on how to deal with 'housing for older people'. Failure of the Partial Review to meet the care needs of the District will clearly have significant implications on housing options for Cherwell's increasingly ageing population. The accompanying Note prepared by Lichfield's quantifies that like the rest of the UK there is a clear need for care homes in Cherwell. Examples are found in the Oxfordshire SHMA, which projects the number of people with dementia and mobility issues in Cherwell and Oxfordshire will roughly double by 2031 (end of this Plan period). The latest DCLG figures project the number of people in Cherwell living in communal establishments to double by 2031. The Lichfield's' Note sets out the care need for Cherwell as follows: • In Cherwell District itself, the latest DCLG projections show growth in the number of people over age 75 living in communal establishments of 565, i.e. this is the number of care home bed spaces needed (2011 – 2031). However, as the Council are planning for housing growth well in excess of demographic trends, which will lead the population growth in excess of demographic trends, 565 bed spaces should be considered a minimum to plan for up to 2031. • In terms of Oxford City's need, the DCLG projections suggest a need for a further 305 bed spaces by 2031, and (as with its housing need) a proportion of this may well go unmet. Cherwell will inevitably import some of Oxford's care home needs, as those additional residents (who otherwise would have lived in Oxford) age and move into care homes. This further justifies the use of the 565 figure for Cherwell as a minimum, which may need to be increased if unmet care home need for Oxford is identified. Lichfield's' Note on Care Home Need provided. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Greenlight asserts that it in order for this clear 'need' for care bed spaces to be met in Cherwell over the Plan period, specific policies are required to:(a) Set the delivery of this need over the Plan period as a requirement - this requirement being a minimum of 565 bed spaces by 2031; and(b) To identify and allocate sites to accommodate this need in the Plan and on the Policies Map.To this end, Greenlights' land interest at Skimmingdish Lane, Bicester, which is currently subject to planning application 17/01428/F, provides an opportune site to be allocated for a 64-bed care home; thus accommodating some 11.3% of the bed space requirement (based on a total requirement of 565 bed spaces) over the Plan period (by 2031).To demonstrate how the site at Skimmingdish Lane, Bicester can accommodate a 64-bed care home, and therefore to assist in informing its allocation as a care home site in the Plan, enclosed with this letter is the site location plan and proposed site layout plan, both of which form part of the current planning application on the site. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The matters raised in these representations are of a strategic nature to the plan. | | | | | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2017 | Comments | | | | | | | |
| Policy PR6c suggests moving the golf course to this site; the question has to be asked, why? It is in the GB. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-0788 | 10/10/2017 | Andy | Garraway | Turnberry on behalf of Exeter College | Y | Y | N | Y |
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2025

Comments

The allocation of site PR6c for the potential construction of a golf course, should this be required as a result of the development of Land to the West of Oxford Road under Policy PR6b, is not justified by the evidence base and is an inefficient use of a sustainably-located parcel of land, which is well-related to Oxford. Despite being stated by Cherwell District Council to be unsuitable for allocation as housing in its justification for policy PR6c, the Sustainability Appraisal demonstrates that the site performs equally with sites PR6b and PR7a, and better than sites PR9 and PR10 in terms of impacts on Oxford City, and equal to PR6a, PR6b, PR9 and PR10 in terms of impacts on Cherwell District. Supporting documents provided. Helps demonstrate that the allocation of site PR6c for housing would support the delivery of much-needed new housing in a location that is well-related to Oxford and existing sustainable transport links, limits impacts on existing communities, has limited environmental and heritage constraints, is clearly contained by site boundaries preventing future piecemeal encroachment of the Green Belt, is deliverable in the short- to medium-term and can deliver the infrastructure necessary to support development. The site has the capacity to provide for 800 new homes to help meet Oxford's housing needs in a way that adheres to the vision and objectives of the Proposed Submission Plan. Delivery of infrastructure projects listed. The allocation of site PR6c as a residential development would ensure that the Proposed Submission Plan is seeking to focus development in sustainable locations which are spatially relevant to Oxford and which facilitate sustainable transport choices, in line with its stated vision and objectives. Furthermore, the site has the potential to assist in the delivery of a number of strategic transport interventions which will enable the Proposed Submission Plan to effectively achieve its aims without leading to significant impacts on the local highway network.

Changes Sought

Reasons for Participation

To ensure Exeter College's position regarding PR6c is articulated effectively

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| PR-C-0808 | 10/10/2017 | Anne | Denby | Canal & River Trust | | | | |
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2192

Comments

Although this site is proposed to remain as designated GB the development of the site for a golf course still has the potential to significantly alter its character. The requirement for the site to prepare a Development Brief is therefore welcomed. The design and layout of the golf course should consider the visual impact when viewed from the canal corridor. The potential for miss-hit balls also needs to be considered in the layout to minimise the requirement for fencing/netting and potential injury to canal users. The proposals should include a mature landscaped buffer with appropriate maintenance and management plans in place.

Changes Sought

Reasons for Participation

The Trust are happy to engage further in the preparation of the Development Brief but consider the Policy should be amended o acknowledge the site's location adjacent to the Oxford Canal and the need for development to consider and respond appropriately to the canal side setting.

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| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | |
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2204

Comments

Fully support the retention of PR6c in the GB and all remaining GB land around Kidlington and in particular land north of Kidlington between the back of the Moors and the river Cherwell.

Changes Sought

Reasons for Participation

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| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | |
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2210

Comments

The site at Frieze Farm is unsuitable for a new golf course site as it is smaller in nature. Not aware that CDC has assessed the suitability of this site in terms of size for an 18 hole replacement course. Understand that CDC have not approached the landowner regarding using the land as a new golf course and the landowner still has aspirations to develop this site.

Changes Sought

Reasons for Participation

Support the retention of this site within the Green Belt designation and request that this site is deleted from the plan for any use other than Green Belt.

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| PR-C-0814 | 07/10/2017 | David | Betts | | | | | |
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2227

Comments

The site at Frieze Farm is unsuitable for a new golf course site as it is smaller in nature. Not aware that CDC has assessed the suitability of this site in terms of size for an 18 hole replacement course. Understand that CDC have not approached the landowner regarding using the land as a new golf course and the landowner still has aspirations to develop this site, with proposals for 600 houses with its own services. Any replacement golf club would take 10 years to mature. It is unrealistic to expect that the landowner will co-operate in the relocation of the golf course. If the landowner put pressure on the council to withdraw the site from the Green Belt under provisions of PR12b it would open up this land for further unnecessary housing development.

Changes Sought

Reasons for Participation

Support the retention of this site within the GB designation and request that this site is deleted from the plan for any use other than Green Belt.

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| PR-C-0817 | 10/10/2017 | G | Davies | | | | N | |
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5666

Comments

Loss of Cherwell District Local Amenities - The development of North Oxford Golf Club and adjacent land on the opposite side of the Banbury Road will only result in multimillion pound houses for Oxford and London commuters. The impractical alternative proposed site at Frieze Farm is smaller, flat featureless agricultural land and within a mile of the current North Oxford Golf Club; who will pay for it to be moved to an unviable site? A new golf course requires a significant investment and take years to develop to an acceptable condition. Why can this alternative site not be considered for housing? Has the Oxford Golf Course been scheduled for development to meet Oxford city's housing needs, if not why not? Its acreage is significantly larger than North Oxford Golf Club and not within the Green Belt area.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
| 5036 | Comments | | | | | | | |
| Proposed changes suggested. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| a. Requirement for a transport assessment should be added. b. Requirement for flooding/drainage details/assessment should be added. | | | | | | | | |

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| PR-C-0836 | 09/10/2017 | Chris | Pack | | | | | N |
| 2268 | Comments | | | | | | | |
| Object toPR6 (c) Frieze Farm. The proposed Submission Plan has put forward a field known as Frieze Farm as a suitable replacement course. This was suggested after the initial consultation and rather late in the day-almost as an afterthought. NPPF Para 74 says that sports facilities should not be built on unless equivalent or greater provision is made elsewhere. The owners/agents were not consulted on Frieze Farm's inclusion as a potential site for a replacement golf course prior to recommending the Plan to Members, nor was there discussion with the Golf Club on the suitability of the site. The site is totally unsuitable as a replacement golf course; it is smaller in effective area, and is a flat featureless field with no trees or natural features that form the basis for a new course commensurate with North Oxford.It has been estimated that to design and build a new golf course of this size from scratch, commensurate with the quality of NOGC would cost in the region of £10m and would take 8-10 years. During that period the club would lose most of its members, its long history, the recreational benefits, especially for the older golfers and a beautiful, landscaped course. Kidlington would lose much of the important gap that separates it from Oxford. No assessment has been made to show whether or not the North Oxford golf course is surplus to requirements. But the very fact that they have offered a replacement would indicate that the planners believe that a golf course in this immediate area is in fact needed and in demand. NOGC is a thriving club with a good sized membership and is making a high quality contribution to recreational and social needs. Reference is made to the owner's proposals for a 600 house "new village" development linking with sites PR6(a) and PR6(b). The CLPPR rejects the site in principle for housing but does not refer to the proposal; the revised plan is misleading residents. PR6© is unsound in terms of not being compliant with NPPF para 74 in terms of the provision of an alternative golf course "...equivalent or better. In terms of quantity and quality in a suitable location." It is not positively prepared in terms of 1. not revealing for the purposes of consulting with the public that a proposal has been drawn up on behalf of Exeter College-one of the Landlords for NOGC-for building a 600 house "New Village" on Frieze Farm linked to the sites West and East of the Oxford Road. Therefore providing the possibility of the complete obliteration of Green belt between Kidlington and Oxford. 2. Lack of research by Officers into the potential for Frieze Farm as a suitable replacement for NOGC and 3. Lack of consultation by officers with both North Oxford Golf Club and with the owners of Frieze Farm. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0869 | 03/10/2017 | Dr Peter | Amies | | | | | N |
| 2361 | Comments | | | | | | | |
| Objection to Policy PR6b, to build houses on the site of the North Oxford Golf Club and the related proposal to build a replacement golf course at Frieze Farm (PR6c). The land occupied by the North Oxford Golf Club is a mature and beautiful arboretum where people play golf and where people can walk using the designated footpath. The land has been cared for by the Club for 110 years. There are hundreds of mature trees and shrubs of many different types which also provide a rich wildlife habitat. In my opinion, it would be unforgivable environmental vandalism to tear all this up to build houses (530, I believe) when houses can be built in areas where such destruction is not needed. The related proposal to build a replacement golf course on the featureless land at Frieze Farm is, frankly, nonsense. There is absolutely no way that an equivalent golf course could be built on that land. It might be possible to build a flat and uninteresting 9 or 12 hole course but nobody would want to play on such a course. Also object on infrastructure grounds. I cannot imagine how the Banbury Road could cope with more traffic in this area. In summary, on environmental and infrastructure grounds, these related proposals are unsound, not positively prepared and not justified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0882 | 05/10/2017 | Carl | Smith | | | N | N | N | Y |
| 5215 | Comments | | | | | | | | |
| Objects to any proposal for a new golf course on Frieze Farm land as shown on PR6c as unacceptable. It would be a further erosion of the Green Belt. Such a new golf course site is unlikely to be any larger than the existing North Oxford golf course, or be able to meet its high standards. It is considered that the shape of terrain and contours are unsuitable, without defacing the existing landscape and the site and its landscaping is unlikely to be comparable with the existing north Oxford golfing course. Such a new golf course would require highway access along with a large car park at an inappropriate location. Also a large club house and golf shop, which will all be further inappropriate development in the Green Belt. A map/diagram is provided, suggesting alternative development areas & boundaries. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| Based on the representation, would like to reserve the right to respond if necessary. | | | | | | | | | |

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| PR-C-0886 | 06/10/2017 | J C | Webb | | | | | N |
| 2388 | Comments | | | | | | | |
| Objection to Policy PR6b, to build houses on the site of the North Oxford Golf Club and the related proposal to build a replacement golf course at Frieze Farm (PR6c). The land occupied by the North Oxford Golf Club is a mature and beautiful arboretum where people play golf and where people can walk using the designated footpath. The land has been cared for by the Club for 110 years. There are hundreds of mature trees and shrubs of many different types which also provide a rich wildlife habitat. In my opinion, it would be unforgivable environmental vandalism to tear all this up to build houses (530, I believe) when houses can be built in areas where such destruction is not needed. The related proposal to build a replacement golf course on the featureless land at Frieze Farm is, frankly, nonsense. There is absolutely no way that an equivalent golf course could be built on that land. It might be possible to build a flat and uninteresting 9 or 12 hole course but nobody would want to play on such a course. Object on infrastructure grounds. Cannot imagine how the Banbury Road could cope with more traffic in this area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1011 | 23/08/2017 | Tony | Norris | | | | | N |
| 2960 | Comments | | | | | | | |
| No need to build houses on North Oxford Golf course. Why not use the land reserved for the replacement Golf course? Residents on that area, PR6c would only have a short walk to the railway station if they wish to travel to London. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-1124 | 10/10/2017 | Mr M | Stringer | | | | | N |
| 3500 | Comments | | | | | | | |
| We should preserve the GB for future generations; I am shocked to see this plan which aims to destroy the wildlife sanctuary woodland have created at PR6c! The whole exercise is a money grab on the back of an otherwise clever transport solution at Oxford Parkway station! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1321 | 10/10/2017 | Doreen | Rose | Oxford Sports Council | | | | |
| 4334 | Comments | | | | | | | |
| Strongly objects to developing on N Oxford Golf Course (NOGC). It is outside but abuts Oxford CC's boundary. It provides golfing facilities for Oxford and Cherwell CC's residents. Golf is played by males, females, from pre-teens up to 90 yrs. It is good exercise & enjoyable & can be competitive. It is good for the health & fitness of those in their later years. NOGC has a good membership, particularly for the over 50's. We appreciate that there is high demand for housing in the Oxford area, but cannot see the sense in removing a successful recreational facility which could be used by the new home dwellers, & other housing sites already with PP. We recognise that PR6b has been suggested as an alternative location, but this is flawed. It makes no sense developing on an existing facility & set a new one up 1 mile away. This will cost in excess of £10 million & will take decades to establish on of the same quality. Also the new course would need to be available before the existing course is closed for development to ensure continuity. That means there would be no new completed housing at NOGC for a long time. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | | | N N N |
| 4369 | Comments | | | | | | | |
| I commented at the earlier stage on the need to ensure that additional housing is so organised as to avoid simply becoming London overspill. For that reason too I would use Areas 6a-c as parkland and if need be part of the existing Cutteslowe Park for housing - it is particularly close to the JR hospital. I also commented on the need to direct employment outside Oxford and to locate housing accordingly. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | | | N N N |
| 4367 | Comments | | | | | | | |
| If as I believe the loop for this part of the GB is not substantiated then these areas should be zoned for use as London-style community park, with purpose facilities for public use. The area is easily accessible from several directions by public transport, and it would be far preferable for this to be properly landscaped as a continuing "Green Lung" of benefit to both Oxford (which could contribute to the cost) and Cherwell. The Golf Course is in effect already landscaped. If the City still believes that it needs additional housing I suggest that part of Cutteslowe Park is developed and the funds released used to provide a new and larger community facility. The existing Cutteslowe Park is not easily accessed from Kidlington, and the additional extension proposed of little use to any except Cutteslowe residents and gives little protection to the GB/"Green Lung". | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | | | N N N |
| 4365 | Comments | | | | | | | |
| Effectiveness - There is little concrete information as to the funding or timing of infrastructure provision - e.g. a substantial new station will certainly be required, but there is no clarity at all as to how this will be delivered or funded or when in relation to the related development. This all comes across as a wish-list rather than as a blueprint for a successful outcome. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | | | N N N |
| 4364 | Comments | | | | | | | |
| Positive Preparation - There has been an apparent failure to stress-test the alleged requirements of Oxford City Council. This is the subject of widespread local criticism, and the latest downgrading of the Government's own estimates of housing requirements undermines the whole basis of Cherwell's proposals and Oxford's demands. We need to start again with a process geared to the current Government figures as an absolute maximum. Damage to the GB just seems to have been assumed as a given, whilst it is not. Justification - The proposals cannot be justified as matters stand, as the figures have not been adequately tested and may no longer be current. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | | | N N N |
| 4363 | Comments | | | | | | | |
| Duty to Co-operate - I do not believe that the duty to co-operate requires a Council to accept without apparent justification the aspirations of an overwhelming neighbour Council where that Council has not done all it can to solve the problems. They have not substantiated the basis for it's alleged housing shortfall and has not shown any obvious willingness to co-operate in the funding and/or provision of essential infrastructure. There is a lack of mutuality. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1364 | 09/10/2017 | Mrs Susan | Moss | | Y | Y | N | N |
| 4435 | Comments | | | | | | | |
| The policies are unsound because they fail to meet the real needs of people for low cost (rented or for sale) houses that deal with urgent housing problems. Housing to meet local needs could be achieved by building smaller units at higher density and using far less land. Houses for sale at so-called 'affordable' prices, and houses at market prices, do not meet the needs of the teachers, nurses, public sector workers and young families. Build some houses, but make all of them of the type that people need - not what developers and landowners desire. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | N |
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5332

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in PR6c is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|

5383

Comments

The CDC Local Plan Part 1 and the NPPF (Para 34) support a strategy whereby growth should be directed towards the most sustainable locations, encouraging travel by non-car modes. The County Council's Oxford Transport Strategy is also clear in its objectives for achieving a meaningful modal shift for those travelling into Oxford City away from the private car and towards public transport. In this context, the justification for the Council's approach in pursuing growth at sites such as PR7, PR8, PR9 and PR10 which propose concentrated levels of development (circa 3,220 dwellings) is unclear. The development as proposed is concentrated along the already very congested A44 corridor and around Kidlington which is a known congestion hotspot. While some development in this area may be appropriate, the concentration of sites will lead to significant issues of congestion given that the sustainable modes being pursued (with the exception of cycling) are all road based Park & Ride, Bus and RTP routes. The Sustainability Appraisal (June 2017) recognises that new development around the Kidlington area 'may increase congestion but the Local Plan Part 1 Partial Review allocates new housing sites that encourage the use of sustainable transport and are allocated following consideration of their impacts on transport patterns through the SA'. Notwithstanding assessment of the proposed allocations through the SA, the impact of congestion has not been sufficiently weighed in the balance when considering reasonable alternative sites and a broader distribution across the District. For example, locating development on the rail network at locations such as Islip would assist in removing some traffic movement from the road entirely. It's recognised that there is the potential for a new railway station at Yarnton, but this is a long term strategy with no immediate proposals for delivery. CDC does not consider this necessary infrastructure to support the proposals and simply consider it a potential future benefit. Therefore, all focus for this plan period under this strategy will be on the road, contrary to the conclusions of the Sustainability Appraisal and to which our client objects. Overall, the various transport evidence base documents prepared to date have not robustly assessed the opportunities to improve rail usage despite current work being undertaken to develop the East-West rail link. East-West rail Phase 1 works saw an upgrade of Islip station which is on the new Oxford – London Marylebone line. The Western Section of East-West Rail will also see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s. Despite this significant rail investment, no development is proposed within Islip which is just a 3 minute train ride from Oxford Parkway, 7 minutes from Bicester, 11 minutes from Oxford and under an hour to London Marylebone. Our client is of the view that Policy PR4a (and by association policies PR6-PR10) focuses too strongly on improvements to and mitigations for the highway network rather than considering options for removing traffic from the road network and towards more sustainable modes such as rail. The proposed locations for the additional housing are known areas of congestion and the transport proposals do not go far enough to solve the existing issues, with the proposed levels of development in this location likely to compound matters further. Our client objects to these policies which will lead to increased levels of congestion and the strategy will not achieve a step change in modal split. Soundness - The evidence base prepared to support Policy PR4a (and by association policies PR6-PR10) is not sufficiently robust to justify the approach to allocate this level of housing in an area of existing traffic congestion without an effective strategy to achieve a step change in modal split. The Council needs to justify its approach for focusing so much of the new development in one area which is already known to suffer issues relating to road congestion. Rail has not been considered as a reasonable alternative within the evidence base documents and consequently the draft plan is not justified. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area. The Plan is not consistent with national Policy as the proposed development is not located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Changes Sought

The evidence base has failed to sufficiently consider investment in rail / exploitation of existing rail assets despite recent investment in the East-West Rail project. A thorough exploration of the reasonable alternatives is required. More detailed consideration needs to be given to the potential for locating new development at Islip within proximity to the existing railway station. This location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR4a

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| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | | | N | Y |
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5355

Comments

KPC consider that the suggested use of this land as a replacement high quality rural character Golf Course is unrealistic, as the site is too small. It is also a fairly featureless open parcel of land, where formal golf course development would require years of maturity in planting to deliver a scheme compatible with the open character of the Green Belt. The site remains in the Green Belt, and this is strongly supported. If the site was removed from the Green Belt under pressure from other participants/site owners, once the idea of a new golf course is abandoned, alternative development could follow under the provisions of Policy PR12b. Indeed, site promoters have recently publicised a proposal for a 600 unit housing scheme on the site, and appear to have no interest in providing a new Golf Course. This proposal for a golf course appears to be ill-founded. 6.04 The location of this site means that it would be a freestanding housing development, integrated with neither Oxford or Kidlington, and probably of insufficient scale to fund on site community provision. This would be an unsustainable form of development, encouraging travel to essential infrastructure such as schools, contrary to the spatial strategy of the adopted Local Plan. KPC supports the retention of Green Belt designation on PR6c.

Changes Sought

Request Deletion of policy support for Golf Course use

Reasons for Participation

KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report.

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-1403 | 10/10/2017 | Vicky | Aston | Sport England | Y | Y | N | |
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5184

Comments

Sport England welcomes the Council's references throughout the document and policies requiring developers to include open space, outdoor sport and recreation. However, Sport England is concerned that the Council has yet to publish its evidence base in relation to playing fields and outdoor sports provision and built sports facilities. The Council will need to ensure that all of the new development contributes towards indoor and outdoor sports facilities in the District. The Council's evidence base will help frame this work. Sport England also recommends that the Council includes a requirement for applicants to include a statement demonstrating how their development has met the 10 principles included in Sport England's Active Design document. See Section 3 of the document 'how to use Active Design' and the proposed change.

Changes Sought

Sport England recommends that the Council consult Sport England at the earliest opportunity on the preparation of the Playing Pitch Strategy. Sport England suggest the following text could be included in the policies to support Active Design: PR5 (10) Provide evidence of how the development has improved the health and well being of new residents by demonstrating how the proposals will meet the 10 Active Design Principles set out in Sport England's guidance document 'Active Design' <https://www.sportengland.org/facilitiesplanning/active-design/>

Reasons for Participation

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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5371

Comments

Site PR38a (the western most parcel of land assessed as HELAA155) would be appropriate for a small allocation, and could be combined with several playing fields. Suggests allocating 4 hectares of land at 35dph (on this location with the residual 2.6 ha being allocated for playing fields giving a total housing allocation of 140.

Changes Sought

Delete and replace with allocation of 1,035 houses on 23 ha of land, 3.2 ha for a primary school with buffer zone. Access arrangements to be designed.

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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5372

Comments

Site PR39 Frieze Farm has a limited impact on the most vulnerable section of the Green Belt, which is protected north of the site by Stratfield Brake. It was assessed as having a theoretical capacity of 1,498 dwellings in the Initial Sustainability Appraisal. In the Green Belt Study, the parcel is divided into land to the west of the A4260 and land to the east. The west side comprises 29.95 hectares of land. The harm to the Green Belt was assessed as high, largely because 'the openness of this land sloping away from Oxford contributes to the City's rural setting... it lacks relationship with the urban fringe of Oxford but is too close to it to be associated with other settlements... [and] Breaching the A34 would also weaken the role of the Green Belt to the southwest, in the area contained by the A34, A40, A44 and Oxford Canal (assessed as site PR41).' Disagrees with these points. Firstly this land sloping away from Oxford and contributing to its rural setting is set just north of the raised section of the A34, and the A4260 dual carriageway so cannot be seen from the city, the nearest point of which is the Travel Lodge and service station south of the A34, at under 200m away. Use of landscape screening could mitigate any perceived harm. Secondly, features could be built in to integrate the site more closely to the Northern Gateway, and the cluster of retail outlets that are to form part of the employment site. It would not be necessary to build along the canal within the site, as the site is sizeable, and part of the parcel could be protected. Given that Oxfordshire County Council wish to build a major new link road to Loop Farm roundabout from the A40 in the west, the land to the other side of Loop farm, west of the A44 is already destined to become urbanised. Detailed comments about the advantages of this site over other sites in Yarnton are provided.

Changes Sought

Delete and replace with allocation of 1,035 houses on 23 ha of land, 3.2 ha for a primary school with buffer zone. Access arrangements to be designed.

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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| PR-C-1423 | 10/10/2017 | Dr. Judith | Webb | | | | | |
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4327

Comments

Land at Frieze Farm (reserved site for replacement golf course. Strong objection to the idea of removing North Oxford Golf club to this site to allow housing on PR6b. The golf course has a huge resource of grassland, scrub and mature trees. Despite all plans and best measures a vast amount of biodiversity and habitat will be lost if this is developed. Also, regarding removal of the course, it takes many years and a lot of work to develop an attractive golf course with landscaping and mature trees. A moved golf course will not be attractive to golfers initially and thus will be likely to fail to keep/attract members. Then what – more housing on land at Frieze way that should be producing food?

Changes Sought

Reasons for Participation

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| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
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4582

Comments

PR6c reserves a parcel of land between the A44 and the A4260 for a replacement golf course in the event of development of site PR6b, should this be required. This approach is supported for the reasons identified above; site PR6b is a good opportunity to provide much needed housing for Oxford. Whilst it is not an ideal situation for the sports facilities to be moved, the Frieze Farm site would be a good re-location site for a golf course even though it would be inappropriate for housing.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-1452 | 10/10/2017 | Clr Emilie | Walton | | N | N | N | Y |
| 5195 | <p>Comments</p> <p>PR6a, PR6b, PR6c and PR7a: These site are all within one Parish – the Parish of Gosford and Water Eaton. Not once in any of the planning documentation does it mention these sites being within the Parish of Gosford and Water Eaton. It has been referred to as Land East or West of Oxford Road, North Oxford or South East of Kidlington. To be clear, all are within the Parish of Gosford and Water Eaton. We have an identity, we have a community and we deserve to be appropriately recognised! 4400 Homes in the Cherwell District: Of this 4400 figure 1410 is allocated in Gosford and Water Eaton Parish and represents 32% of the total. There are currently 676 dwellings within the Parish so these proposals for 1410 dwellings will lead to a 208% increase in number of houses in the Parish. This is a substantial figure which in my view needs to be fully tested in terms of its impact on the Parish and its residents. I believe that the figure is inappropriate given the impact on existing communities, the environment and transport infrastructure. Was this figure influence by the growth of the University of Oxford? If so, Brexit has already seen a down turn in EU research funding and thus a decline in the level of recruitment. Also the University has called for voluntary redundancies for centrally employed staff so employment growth is not set to grow any further (They are the largest employer in the County). An independent review should be undertaken to reassess the original housing figures.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1460 | 10/10/2017 | Chris | Robins | | Y | Y | N | Y |
| 5167 | <p>Comments</p> <p>Consequent upon my representation re policy PR6b, policy PR6c becomes redundant.</p> <p>Changes Sought</p> <p>Policy PR6c should be deleted.</p> <p>Reasons for Participation</p> <p>"This submission raises an important issue as to whether, in the event of the removal of GreenBelt land being found to be necessary, residential development could be allocated in a differentmanner so as to reduce detriment to the Green Belt and minimise the coalescence of communities."</p> | | | | | | | |
| PR-C-1490 | 09/10/2017 | Ian and Helen | Kingsley | | | | N | N |
| 4678 | <p>Comments</p> <p>Objection to Policy PR6c Moving the North Oxford Golf Course, a local recreation facility, from its present location to a smaller site on Green Belt land at Frieze Way is Not Positively Prepared and Unsound. We believe the new site proposed is not suitable - North Oxford Golf Course is a recreational facility and important open countryside between North Oxford and Kidlington. It is a distinct break in development. The proposed land is flat, has no trees/shrubbery, has no water and electricity pylons are located on it. We also understand the current owners of the land have not been approached by CDC and are considering selling the land to developers for 600 houses. If this were the case, these houses would have considerable impact on the roads in the area which will already be gridlocked by the additional cars used by residents of the new houses. We believe the development of North Oxford Golf Course will be restricted to low density housing. Larger higher priced houses will be built and developers would not accommodate the aspirational 50% affordable housing target. These houses costing £1m+ will attract rail commuters. In essence, it will be a select gated-community. This project is for money-raising rather than meeting Oxford's Unmet Housing needs.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1501 | 09/10/2017 | Cherry | Brougham | | | | | N |
| 4714 | <p>Comments</p> <p>PR6a should be removed from the list of potential sites, or at the least the area allocated for housing should not extend north of the track from the A4165 to Frideswide Farm in order to maintain the 'Kidlington Gap'. PR6b should remain a golf course and PR6c,be developed for housing instead - again, this would maintain the 'Kidlington Gap'. PR6c is close to the Northern Gateway. Additional housing could be allocated to PR7a and PR7b as high density urban extensions to Kidlington. No further sites at Kidlington should be reconsidered. The area and scale of development proposed for Yarnton on site PR8 would completely change the character of the village, and threaten coalescence with Kidlington. The land take should be pulled back from the railway. If the target 4,400 dwellings cannot be met by increasing densities and additional housing on some other sites, the target should be reconsidered</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1514 | 10/10/2017 | Councillors Neil Prestidge and Maurice Billington | Prestidge and Billington | | | | | N |
| 4766 | <p>Comments</p> <p>We think that the proposal to use this land is unrealistic, the site is to small and the costs involved in turning into a golf course would make the project unviable. The landowner has presented plans to a local group for a housing development on the site. Due to the location of this piece of land we think that housing would not be appropriate on this site. If this site was used for housing it would be a free-standing site, being to far from Kidlington or Oxford to be integrated into either of the settlements. The development will not be big enough to fund any community provision, this would be unsustainable as people would have to travel by car to essential infrastructure such as schools.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
| 5104 | <p>Comments</p> <p>North Oxford Golf Club is within the Green Belt and should remain as recreation use. It is not suitable for high density housing, and therefore would only provide fewer executive highly priced houses. The Golf Course is a mature, well maintained and very well attended facility and although an alternative site for a golf course has been suggested at Frieze Farm, which is not a suitable replacement, there has been no consultation with the owners, who actually would intend to build houses on their land.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR6c - Land at Frieze Farm

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| PR-C-1521 | 09/10/2017 | Alaric | Rose | | | | | | N |
| 4786 | <p>Comments</p> <p>The suggested use of this land as a replacement high quality rural character Golf Course is unrealistic, as the site is too small, and would not be alike for like replacement contrary to NPPF74 (detailed in "Objection to Policies proposing development on land south of the railway" above) The site remains in the GB, and I strongly support this. If the site were removed from the GB, alternative development could follow under the provisions of Policy PR12b. As stated above, site promoters have recently met Kidlington Voice to propose a 600 unit housing scheme on the site, and appear to have no interest in providing a new Golf Course. The location of this site means if used for housing, it would be a freestanding housing development, integrated with neither Oxford, nor Kidlington, and probably of insufficient scale to fund on site community provision. This would be an unsustainable form of development, encouraging travel to essential infrastructure such as schools, contrary to the spatial strategy of the adopted Local Plan.</p> <p>Changes Sought</p> <p>I support the retention of GB designation on PR6c, and I request the deletion of policy support for Golf Course use.</p> <p>Reasons for Participation</p> | | | | | | | | |

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | | | | N | Y |
| 819 | <p>Comments</p> <p>The development of this area will result in the loss of 11 hectares of Green Belt land which forms an important part of the gap between Kidlington and Oxford. Building 230 houses in this location will result in a weakening of this gap. The Parish Council objects to the development of this land. Specific concerns are • In total 1410 dwellings are proposed in the Parish. 230 of these are on this site. In our view this will add to the existing traffic problems which exist and further add to congestion and delay. There is no scope for extra traffic on Water Eaton Lane and there should be no vehicle access onto it from any development. • In the Green Belt Study (April 2017) the majority of this site was categorised as partly "High" and with the remainder as "Moderate" in terms of harm to the Green Belt from its release for development. Development would significantly erode the gap between Kidlington and Oxford, especially in combination with removal of the Park and Ride site from the Green Belt, site PR3c and allocations PR6b and PR6a. This would leave a very small gap comprising the southern part of PR7a between Kidlington and Oxford. This will lead towards the coalescence of Gosford/WaterEaton/Kidlington and Oxford. • The overflow gravesite from St Mary's Church is situated very closely to this site with an area built in for expansion. However, any new development in Kidlington and Gosford & Water Eaton is not included in the current growth plan. Agree that additional space needs to be provided in this area. Suggest additional space should be reserved here, in the form of allotments, to be ready for future need. Therefore, the size of available space on this plot should be reviewed.</p> <p>Changes Sought</p> <p>Opposed to the development on this land, if it were to go ahead would wish to see the following incorporated in the proposals: • There are concerns about managing surface water run off in this area to avoid flooding which already occurs in parts of this area. Note that part of the site is within Flood Zone 3 and should not be developed. Support the 50% affordable housing provision, however it is important that Cherwell DC, robustly enforces this policy and ensures that affordable housing is equally available to residents of Gosford and Water Eaton Parish. • The impact of the additional housing on the infrastructure and facilities within Gosford and Water Eaton is a major concern. • Green spaces- Whilst noting that a large part of this allocation is given over to recreational open space this land should however remain open in perpetuity and not be available for development in the future. The PC requests that additional land is provided for allotments. • Agree that additional land should be provided for graveyard use. This would enable current projections in use as well as additional, as yet unknown, use for additional housing in the three communities. We consider that this allocation should be removed and the land retained as Green Belt.</p> <p>Reasons for Participation</p> <p>The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision.</p> | | | | | | | | | |

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| PR-C-0262 | 10/10/2017 | Richard | Pye | | | N | N | N | Y |
| 5575 | <p>Comments</p> <p>The following section provides a response to elements of the Proposed Submission Plan (PSP) that relate to the sites included in Policies PR6 to Policy PR10 inclusive. The section also covers the Sustainable Transport strategy and Oxfordshire Infrastructure Strategy as covered by Policy PR4 and PR11. Evidence base documents reviewed. Detailed comments provided on: Location of site relative to the employment centres of Oxford, cycle and walking, Rapid Transit system, reliance on buses, return journeys from Central Oxford, commuter inflow patterns in Oxfordshire, review of RAG matrices, unfunded Transport Strategy, safety, loss of green space.</p> <p>Changes Sought</p> <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | | |

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| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | | Y | Y | Y | |
| 899 | <p>Comments</p> <p>Historic England welcomes the linking of the development of this site to the opportunity to renovate the Grade II listed Stratfield Farmhouse, the recognition of the contribution of the historic orchard to the setting of the farmhouse and the intention to preserve and enhance the Oxford Canal Conservation Area in paragraphs 5.94, 5.95 and 5.96 as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework.</p> <p>Changes Sought</p> <p>Why does paragraph 5.96 does not include a reference to the retention and renovation of Stratfield Farmhouse and the protection of its historic setting?</p> <p>Reasons for Participation</p> | | | | | | | | |

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | N | |
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906

Comments

Historic England welcomes the presumed intention behind requirement 16 of Policy PR7a for the application to be supported by a desk-based archaeological investigation which may "then require predetermination evaluations and appropriate mitigation measures" as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework. However, requirement 16, as drafted, only notes that the archaeological investigation may require predetermination evaluations and appropriate mitigation measures respectively. It does not require these measures to be incorporated in or to influence the actual development scheme. The policy therefore provides inadequate protection for potential archaeological remains on the site. As the Council will be aware, paragraph 126 of the National Planning Policy Framework requires local planning authorities to recognise that heritage assets are an "irreplaceable resource" and "conserve them in a manner appropriate to their significance". Paragraph 129 notes that the significance of a heritage asset can be affected by development affecting its setting. Historic England therefore considers that Policy PR7a as written does not conform with the Framework and thus is not sound.

Changes Sought

Requirement 16 of Policy PR7a should be reworded as follows: "The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme". (Discussions with the Council are ongoing at the time of submitting this representation, but early indications are that the Council will consider rewording this requirement as suggested as a minor modification. If it was to do so, Historic England's objection to this requirement would be overcome).

Reasons for Participation

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| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | Y | |
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898

Comments

Historic England welcomes the reference to the protection of the Grade II* listed St Frideswide Farmhouse in paragraph 5.80 as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework.

Changes Sought

Reasons for Participation

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| PR-C-0306 | 10/08/2017 | Anthony | Hall | | | | | N |
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917

Comments

Key Delivery Requirements' on all these policies are nothing more than a fig leaf. It is perfectly obvious the developers will agree to some or all of them and then will renege on them. This always happens. 50% affordable housing will be thrown out of the window as it has been in Templars Square where 50% has magically transformed into 23%. Similarly, developers never actually deliver infrastructure like schools, community centres or roads that are wide enough. The 'Place shaping principles' in these policies are valueless: there are no measure by which they might be enforced. How can one tell, for example, whether an extension "responds to the 'gateway' location of the site". It's gobbledegook. PR11: This is completely empty. 'Working with partners' does not guarantee anything except that you have no control over the outcome. Nor does 'setting out the Council's approach'. Its all very well having the development proposals demonstrate that infrastructure requirements can be met - it does not mean they will be met.

Changes Sought

Reasons for Participation

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|------------------|------------|----------------|--------|--|--|--|--|---|
| PR-C-0319 | 04/09/2017 | Mrs Philippa J | Nelson | | | | | N |
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941

Comments

In all probability, the proposed developments on sites PR6 and PR7 will, given their proximity to Oxford Parkway station, simply attract commuters to London.

Changes Sought

Reasons for Participation

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|------------------|------------|--------------|--------|--|--|--|--|---|
| PR-C-0327 | 08/09/2017 | Wendy & John | Castle | | | | | N |
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5157

Comments

Concerns on the areas designated as PR7a, PR7b and PR8. These proposed developments would join up the present villages of Begbroke, Yarnton and Kidlington. The total number of houses that are proposed to be built appears to be a total of 2280, of which 1950 are located on land to the east of the A44. These constitute an extreme over development and would cause havoc to the road, school and medical facilities. It appears that the plans for PR7a and PR7b (Kidlington) do not have provision for additional educational and medical facilities. Cannot envisage how a further 330 households are to be incorporated into the existing schools and GP surgeries. These are already extremely overstretched and the wait to secure an urgent GP appointment is 3 to 4 weeks, with 4 to 6 weeks for more routine matters. The plan for PR8 to support 1950 additional households is not viable. Notes that the plan includes 2 primary schools, a secondary school and a local centre to include shops and medical facilities. However, past experience shows that these aspects of a development scheme frequently 'fall by the wayside' and do not materialise. What usually happens is that the houses are built and occupied long before the infrastructure is developed. The community is left to try and absorb the additional demands and this puts a tremendous strain on the existing and new communities. There is also the extreme difficulty in attracting GP and teaching staff to move into the area. It is unclear which village would be expected to provide the educational places and medical support when these new houses are occupied. Suggests that as Kidlington is the larger village it would be expected to pick up the surplus. Notes that 50% of these new houses are designated as 'affordable housing'. What affordable housing means is subject to speculation and these are likely to become 'buy to let' or to provide homes for London commuters. In these cases are there stipulations that they must be allocated to local people? This proposed development is not a realistic requirement and is unsustainable. Not only would the infrastructure be completely overwhelmed but we do not believe that improvements could, or would, be made to even partly cope with the demands this would make on the area. The already severe traffic problems would escalate with schools, dental and GP services being completely swamped. Concerns regarding the proposed development of Cowley Barracks to provide student accommodation. If Oxford City is desperate to supply additional housing surely they could 'compulsory purchase' the site and provide at least some of the housing they require. This would also be close to the major employment areas. Opposed to the Green Belt being eroded.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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| PR-C-0327 | 08/09/2017 | Wendy & John | Castle | | | | | | N |
| 963 | Comments | | | | | | | | |
| <p>Concerned about the implications of the projected growth of Kidlington. The Village would potentially merge with Yarnton and Begbroke and become a suburb of Oxford. The majority of the clusters of employment within Oxford are not located in the northern section of the City. Therefore, it seems unjustifiable that a village to the north appears to be the main target area for the City's housing demands. In order to get from Kidlington to Cowley or Headington potential workers would need to circumvent the City or drive through it. Either way it would add unnecessarily to the traffic congestion. It is unlikely that the provision of more housing in Kidlington will alleviate the housing needs of Oxford City. Kidlington, especially since the opening of Oxford Parkway station, has increasingly become part of the expanding commuter belt for people who work in London. The argument that it will provide accommodation for people working in Oxford is not substantiated as a high percentage will be to accommodate London commuters. Many of the existing properties in Kidlington, particularly those at the lower end of the housing market, are already in the hands of 'Buy to Let' landlords charging extremely high rents. They are therefore well out of the reach of first time buyers or for rent by anyone earning the National Average Wage. It is extremely unlikely that any additional accommodation built in Kidlington will come under the category of 'Affordable' housing. Kidlington already has severe traffic problems. The proposed additional housing would greatly increase the amount of traffic using these roads. Anyone travelling to or from Oxford during peak hours is only too aware of the present long queues through Kidlington and any further increase in the number of dwellings would result in complete traffic chaos. The development of the identified Kidlington sites would have an immense and detrimental impact on the local educational, shopping, dental and medical amenities which are already extremely stretched. There are also completely inadequate facilities for the existing children and young people in the area. The proposed increase in households would result in a corresponding increase in the number of young people needing to use the sparse facilities available and a likely increase in the problems associated with anti-social behaviour.</p> | | | | | | | | | |

Changes Sought

Reasons for Participation

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| PR-C-0348 | 08/08/2017 | Chris | Gaskell | Scottish and Southern Electricity Networks | | | | | |
| 464 | Comments | | | | | | | | |
| <p>Refers to previous letter sent in on 07/01/2017. Has no further comments to make since that letter. EXCEPTING that: Notes that original 'area' PR178 has been extended northwards & now comes under PR7a. Attaches two letters, (2nd letter includes attachments referred to) plus copies of the mains records 'marked up' for the site. First letter refers to existing overhead plant/equipment that cross the proposed development areas, which should be self explanatory. Refers to the amended hv record plan (the revision shown in blue text) to 'cover' the revised additional area. The housing & development land areas detailed in the Proposed Submission Plan are typical of a number of recent sites across S. England, where insufficient discussion has taken place between planning authorities & ourselves, prior to planning permission being granted. I attach a copy of a letter sent to all chief planning officers in our licence area in March 2012, which summarises the situation. The land concerned is crossed by various 132,000 volt (132kV) overhead tower line (OTL) (solid black with purple squares), 33,000 volt (ehv) overhead lines (solid green) and 11,000 volt (hv) overhead lines (solid red), as detailed in the table (enclosed), which form an essential and integral part of Southern Electric Power Distribution's wider network & as such must be retained. Please note that in the case of any 132 kV OTL, this is an extremely important link in our transmission system. Modifying a line such as this is a major undertaking, which should be avoided if possible. Consequently, our advice to developers carrying out feasibility studies on land crossed by such OTLs, is that these should be regarded as permanent physical features. The layout of any development should, therefore, be designed to allow the OTL to remain undisturbed, in the present position, if at all possible. Underground cables are indicated by a dashed line, with red for hv and green for ehv. Development beneath the overhead lines or diversion / undergrounding of the overhead lines may not be possible, in which case the development as planned would be unable to proceed. No contractual arrangements have been agreed with any developer for modification of the above circuit/s. Therefore, any conditions imposed, should permission be granted, must be on the developer & not the Distribution Network Operator, as is the case for other existing infrastructure. To ensure that the proposal is deliverable, you may consider it best to impose a requirement on the developer to agree contractual arrangements with Southern Electric Power Distribution for any modifications prior to permission being granted. We would consider the granting of planning permission without further discussion & agreement as to how our equipment can be accommodated within the proposal to be unacceptable. A copy of the Mains Records is attached, showing the equipment affected.</p> | | | | | | | | | |

Changes Sought

Reasons for Participation

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| PR-C-0471 | 08/10/2017 | Richard | Whitlock | | | | | | N | N |
| 1152 | Comments | | | | | | | | | |
| <p>Site PR7a is attractive open farmland that separates the hamlet of Water Eaton from Kidlington. Its development for housing would make Water Eaton part of the built-up area of Kidlington and destroy its attractive character and identity. Such disregard for landscape, history and character cannot be justified.</p> | | | | | | | | | | |

Changes Sought

Reasons for Participation

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| PR-C-0481 | 06/10/2017 | Mark | Rowan-Hull & Family | | | | | | | |
| 1597 | Comments | | | | | | | | | |
| <p>Begbroke Science Park is categorically not one of the University's main assets. It is sparsely used and has a daily, little used bus service, which is wasteful to the University and the environment. It is an unconnected, ill thought out failing site. The reason this Science Park is an economic asset is it's financial potential in building all around it, highlighted by the huge expense made available to build an unnecessary link road to the site. The council should look after the public's interest not appear to be lining the University's pocket. Land within the site reserved for possible future development of a railway station/halt belongs to the University suggesting that it is the University's ultimate will to reserve the land. A branch line for this site seems fanciful and would completely destroy any division between Yarnton and Begbroke (Indistinct already) and the GB. The Science Park would need to develop tenfold to countenance a branch line which is unlikely to happen and instead this land will be built on.</p> | | | | | | | | | | |

Changes Sought

Reasons for Participation

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| PR-C-0510 | 08/10/2017 | Rachel | Walton | | | | | | N | |
| 1220 | Comments | | | | | | | | | |
| <p>GB is designed to protect from overdevelopment. If PR6 and /or PR7 are permitted, Kidlington, Yarnton and Begbroke will become victims of urban sprawl and become a suburb of Oxford. This GB should not be sacrificed as it will irrevocably damage the countryside, wildlife and biodiversity of North Oxfordshire, reducing quality of life for local residents.</p> | | | | | | | | | | |

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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|------------------|------------|------|--------|---------------|---|---|---|---|
| PR-C-0533 | 09/10/2017 | Mr P | Watson | Gosford Trust | Y | Y | N | Y |
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1309

Comments

Do not consider that the Proposed Submission Plan ('The Plan') has been positively prepared as it fails to remove from GB status a small area of land situated at Gosford Farm, Gosford, (Site plan provided) which has no justification in remaining within the GB. The Plan is therefore unsound in that it fails to address the removal of the Subject Site which forms part of Gosford Farm, Gosford despite the policies expressed in para.5.37 of Policy PR3. 2. Whilst we believe that The Plan is based on the most appropriate strategy when considered against the reasonable alternatives, we maintain that it can only be justified if it removes areas of the GB for unmet residential housing needs. Such areas are referred to in para. 5.37.2 of Policy PR3. The Subject Site at Gosford Farm has no reason to remain within the GB and could be used to meet the identified housing need. 3. We do not consider that The Plan is effective as it currently stands. Every area of the GB needs to be carefully considered for removal and the Subject Site that we are proposing to be removed has no justification in remaining as GB for those reasons set out in Section 5 below. 4. We do not consider that The Plan is consistent with the National Policy as it fails to address the purpose of the GB given that the small area of the GB (the Subject Site) that we are proposing should be removed has no justification for inclusion within the GB. 5. Paras. 5.37.4 and 5.39 of The Plan clearly state that the revised GB boundaries should be capable of enduring beyond the Plan period. We do not consider there is any planning justification in retaining the Subject Site within the GB and that its proposed continued inclusion could be overturned at a later date as being totally wrong and unjustified.

Changes Sought

1. It is necessary to amend the Local Plan to make it sound. 2. Our view is that to make the Local Plan sound, Policy PR3 needs to be amended as follows: ...'Policy PR7a Removal of 11.35 hectares of land as shown on inset Policy Map PR7a'..... 3. Policies Map PR7a will need to be amended on its northern extremity to show Gosford Farm, to include Gosford Farmhouse and the remainder of the land shown edged red on the attached plan. 4. This will comprise a minor amendment to "Policy PR3: The Oxford GB" and can be justified on the grounds that to retain the Subject Site within the GB would not meet the four basic purposes of GBs all as set out under Government Guidance (lists Green Belt principles). 5. The Subject Site is contained on three sides by existing development and on the fourth side by a long established and mature field boundary hedge which will be retained and enhanced.

Reasons for Participation

Wishes to participate at the oral Examination and consider this to be necessary so that the Inspector will be fully able to understand the justification for our proposed amendment to Policy PR7a and Policy PR7a - Proposals Map contained within the Proposed Submission Plan. 2. Acknowledges the Subject Site, comprising some 0.55 so hectares or thereabouts, hectares or thereabouts, is of minimal relevance to the Submission Plan and the Partial Review of the Cherwell Local Plan 2011 - 2031(Part One). For the reasons stated above, it is important that all areas of the GB are examined at this moment in time and we believe it is only right that the Subject Site should be excluded from falling within the boundaries of the future Oxford GB.

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1423

Comments

The NPPF states that one of its Core Planning Principles (para 17) is to take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the GBs around them, and noting (at para 79) that the fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open. Paragraph 83 states that once established, GB boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. The recent Housing White Paper, clarifies what the steps before a finding of "exceptional circumstances" should be, when local authorities can demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements. Amongst these "reasonable options" which Local Authorities must demonstrate they have considered before there can be the "exceptional circumstances" required for review/release of GB land are: • making effective use of suitable brownfield sites and the opportunities offered by estate regeneration; • the potential offered by land which is currently underused, including surplus public sector land where appropriate; • optimising the proposed density of development; and • exploring whether other authorities can help to meet some of the identified development requirement. Although not yet law, the White Paper illustrates how high the hurdle for exceptional circumstances must be, given that the NPPF's "fundamental aim is keeping GB land permanently open", and the need to show there are no "reasonable options" before considering GB release.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.

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|------------------|------------|-------|----------|------------------|--|--|---|---|
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
|------------------|------------|-------|----------|------------------|--|--|---|---|

1424

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 1. Is the Oxford unmet need real or realistic? Cherwell argues that an "exceptional circumstance" exists in the Inspector approving the adopted plan having added a requirement for "a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford GB, "once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, IS FULLY AND ACCURATELY DEFINED". (Our emphasis) It was our view at the time that the Inspector could have exceeded his remit as there was no evidence before him suggesting that further development in Cherwell was impossible without breaching the GB, nor of the precise quantum of Oxford's unmet need (if any existed) or the capacity of other Districts to accommodate it. However it is relevant that he proposed a Review only AFTER Oxford's unmet needs were fully and accurately defined. They still are not, and a review is therefore premature even on the Inspector's terms. According to the City Council in a report to Scrutiny Committee (12th June), the agreed unmet need allocation, is used as a working basis for current local plans in Oxfordshire which will be updated when the Oxford Local Plan is completed. In other words it is presently neither fully nor accurately defined, as the Inspector had required it should be. Oxford has only now started its own Local Plan process to reflect the Oxfordshire Strategic Housing Market Assessment (SHMA), three years after it was published, and long after Oxfordshire's other Districts. Its draft Local Plan gives no figure for unmet need, or for the City's capacity to meet it. However, taking Oxford's overall "need" to be for 28,000 houses over the plan period, CPRE argues that at least 26,000 could be provided inside the City itself by switching employment sites – the use of which for employment would only exacerbate the housing need the City Council describes as being its Number One priority to overcome – to housing, and increasing densities on all sites to compact city levels. That is even before the outcome of a review of further sites to which the City refers in its plan. (See Oxford/Densities paper attached) Consequently the Inspector's condition, that Oxford's unmet need should first be "fully and accurately defined" is nowhere near met, and, further, there would be little or no "unmet need" for other Authorities to consider. In any event, a "working assumption" of need cannot be an exceptional circumstance justifying GB release, especially when it is likely to be extremely inaccurate. Finally, during the course of this consultation the Government has proposed a new OAN formula to replace the SHMA (on which all the Review numbers are based). This new formula, if adopted, would reduce Oxford's total annual housing need from a SHMA mid-point of 1400 per annum to 746, that is by 47%. This would in turn reduce "unmet need" by two thirds, even before taking into account that the City should use employment land to satisfy existing housing need rather than exacerbate it and build at densities appropriate to cities. The new OAN is at the very least further evidence that the level of unmet need this review seeks to satisfy is neither fully nor accurately defined.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1425

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 2. If Oxford's unmet need were realistic could it be met elsewhere in Cherwell than in GB? a. Yes, it could be met on non-GB sites. Cherwell found that the required number of houses could sustainably be built elsewhere, outside the GB, at Junction9 M40, Arncott, Bicester and surrounding area, Upper Heyford, Junction 10 M40, Banbury and surrounding area. They rejected these alternative sites because they might upset the evolution of the current adopted plan – although why competent planners would not be able to deal with that problem, if real, is not apparent; because there might be shortfalls, although why these should be greater for Oxford's unmet need than for Cherwell's own need was not explained; and more dispersed options provided less opportunity for strategic infrastructure investment (e.g. transport and education), although why this would be the case for, for example, Upper Heyford which is already targeted and developed, or for other centres which already benefit from services, is not explained. The overriding reason for their rejection however was clearly that they were less well situated (than the GB sites) to build communities associated with Oxford, to assist with the delivery of the Oxford Transport Strategy, to provide affordable transport options, and more likely to involve commuting. It is significant that even GB sites like the previously developed Shipton Quarry, were rejected as Development here would relate to Shipton-on-Cherwell, not Oxford. Therefore the parcel plays no role with respect to this purpose (Oxford's unmet need). Simply put, this amounts to saying that all reasonable alternatives were unacceptable because they were not in the GB, or, if they were in the GB, were too far from Oxford. It is an argument that urban sprawl into the GB is justified by the fact that only GB sprawl could (by definition) be close enough to the City; in other words it is an argument not just for nibbling at the GB but for undermining its core purpose. It is clearly unacceptable in its own terms. Further, the proposed new OAN calculation would reduce Cherwell's own need by 33%. The effect of this would be that 33% of the housing trajectory in the Council's adopted plan would be superfluous to Cherwell's own requirement and therefore available to satisfy any unmet needs of neighbouring authorities that might arise. b. The unmet need could be met by marginal density increases on generally low density allocated sites. Policy BSC2 in the adopted plan states New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development. Yet Policy Bicester 1 allocates 380 hectares to just 6,000 homes which is 16 houses per hectare. Assuming for these purposes that 30 dwellings per hectare is the average across the District, the sites to which the present 22,800 homes are allocated would need to increase build density by just 5%, to 36%, to accommodate all of the "working assumption" of Oxford's unmet need. This would still be less than half the density of Central Paris or Barcelona, or Islington in London. Higher density build would also mean smaller houses, of which 63% of Oxfordshire's SHMA need is comprised, and thus better meet public requirements. High densities also reduce the need for car travel and create a stronger sense of community.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1421

Comments

CPRE is opposed in principle to the release of GB land – as is national planning policy. A very strong case therefore has to be made to establish the exceptional circumstances required for the release of GB land. The Cherwell Plan goes nowhere near making such a case; Cherwell's electorate strongly supports retention of GB land as does Government Policy. There are a number of reasonable alternatives. The houses to satisfy Oxford's 'unmet need' targeted at the Cherwell GB could not only, on the Council's own admission, be sustainably built elsewhere in the District on other sites, or by increasing the density of build on existing sites, but also, at least to a considerable extent, within the City itself. Failing that, if there were genuinely no available option other than release of GB, national policy indicates that Cherwell would be expected to decline to do so and require other Councils to co-operate in meeting the unmet need Cherwell itself cannot satisfy. Additionally, during the course of the consultation, the Government published a revised Objectively Assessed Need (OAN) calculation, showing a total Oxford need of half that identified by the Oxfordshire Strategic Housing Market Assessment (SHMA). If adopted the new formula would make it certain that Oxford could accommodate all of its own housing need, and therefore there would be no "unmet need" for Cherwell to meet. The proposed OAN also reduces Cherwell's own need by a third, meaning that even if there were any Oxford unmet need to be covered, it could be met within the surplus the new OAN creates in Cherwell's adopted plan. This review is therefore premature and should be suspended at least until new "need" figures are crystallised.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

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PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1427

Comments

DUTY TO CO-OPERATE - The SHMA is explicit that Authorities are not expected to meet OAN (Objectively Assessed Need) in full if e.g. it would necessitate Green Belt development. It has been the unforced choice – not the requirement – of Oxfordshire's Councils to agree to meet the SHMA need in full despite wide swathes of Oxfordshire being GB and AONB. It is therefore incumbent on Councils to take on each others' "unmet need" if it would otherwise require GB land to be released. As shown, Oxford's unmet need is very far indeed from being quantified or crystallised, but, if it were, it would be the duty of other Councils to assist Cherwell in meeting its part of that need without releasing GB land, not least by assisting Cherwell to understand how to do so within its own borders. There is no evidence that this has been attempted. Finally, the new OAN calculation proposed by the Government during the consultation defines "need" as the figure shown in the Government's own tables on household projections. This is overlaid in the proposed calculation with an arbitrary (and ill-conceived) uplift intended to reduce house prices. It is also accepted that local authorities may if they wish further inflate their housing targets to provide further economic growth than that already included in the government's base tables. However, it is submitted that these latter two elements cannot be defined as "need" and neighbouring Councils have no duty to co-operate in meeting them.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

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Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1420

Comments

Government Policy requires development in the GB to be the very last resort, only to be considered if there is no alternative. Cherwell has stood that Policy on its head by making building in the GB its very first choice, rejecting what it accepts were reasonable alternatives. Cherwell says that building as close to Oxford as possible trumps all other considerations. Since Oxford is surrounded by GB, that has led them to select not just GB sites, but the very closest GB sites to the City, at the Kidlington Gap, where the GB is most fragile, just a few fields wide. It is those few fields the Council plans to build on, flatly contrary to GB policy, and the known wishes of the overwhelming majority of its electorate. If the Council gets away with this plan, it will also, again contrary to GB policy, cause the merger of Yarnton and Begbroke into Kidlington; expose Kidlington itself to being engulfed by the predatory City Council which has sought to subsume it for at least thirty years; and also, by declaring that proximity to Oxford is itself an exceptional reason to build on the GB which surrounds the City, fundamentally undermine its very purpose, risking opening the whole GB to development.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB we have considerable knowledge about its origins, purpose and ongoing relevance.

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1428

Comments

THE GB STUDY No great weight should be given to the LUC GB Study. Its purpose was not to determine whether any of the GB made no, or an insignificant contribution to, the purposes of the GB since clearly all of the GB land contributes, and the loss of any would be harmful. Rather, in its own words, the GB Study has been commissioned by Cherwell District Council to assess the suitability of the strategic sites being promoted for development against the five purposes of the GB. In other words the sites had been pre-selected, as we showed above, in the face of GB policy, and targeting the most fragile point in the entire Oxford GB. LUC continue The considerations that will determine the most appropriate scenario, or combination of scenarios, will largely relate to the existing or potential environmental qualities and value of land, and to the sustainability of residential development. This will enable Cherwell District Council to consider whether there are 'exceptional circumstances' (under paragraph 83, NPPF) to justify altering GB boundaries through the Local Plan process, i.e. to enable existing GB land to contribute to meeting Oxford's unmet housing need. That is, value is not primarily judged against GB purposes at all, but against environmental ones, and the sustainability of the land for housing development. LUC found that Release of areas identified as making a low contribution to GB could provide only 5.8ha of potential development land (4.13). Release of areas identified as making a low or low-moderate contribution to GB could, subject to consideration of cumulative impacts, provide 34.6ha of potential development land (4.14). Release of areas identified as making a low, low-moderate or moderate contribution to GB could, subject to consideration of cumulative impacts, provide 166.7ha of potential development land (4.15). Although as noted above, the judgment was largely not on GB grounds, moderate harm was considered acceptable in order to release a larger amount of land. LUC acknowledge that release of fragile GB 4.16 GB that occupies only a small/narrow area between separate urban settlements will tend to rate highly in terms of its role in preventing settlement coalescence. This exactly describes the land chosen for release; but LUC went on. However, if environmental assessment determines that this land lacks significant value then a case could be made for accepting the coalescence, or near-coalescence, of settlements in order to maximise the scale of development in one area. That is the, subjectively assessed low environmental value trumps urban sprawl and severe coalescence, the two founding principles of the GB. Further, they have targeted the very point at which the GB is already narrowest – the Kidlington Gap between Kidlington and Oxford – for release, directly creating the coalescence of two distinct settlements (It is material that Oxford itself is proposing to breach that same area from the South with a proposed development of St Frideswide Farm). The sites concerned are all at the exact point in the GB where coalescence of settlements (Oxford and Kidlington) is most threatened, with the built areas separated presently by a few fields. The proposed GB reviews, together with the release of the Parkway Station and Park and Ride would effectively merge the two settlements. Although Kidlington (population 13,000, 2011) is statutorily a village, it is larger than many towns, notably Thame (11,600) and Henley (11,700) in Oxfordshire.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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1429

Comments

GB: CONCLUSIONS: 1. Government Policy and the Public Interest both require the GB to be permanent unless truly exceptional circumstances necessitate consideration of release. 2. Oxford unmet need is not an exceptional circumstance, firstly because it has not been defined and secondly because there are ample reasonable alternatives to accommodate it. 3. The LUC GB study was conducted on flawed principles and should be given little weight. 4. Cherwell have cited no other exceptional circumstances which hold any water – and their primary arguments – proximity to Oxford – is in fact a key argument for GB retention rather than release. 5. If at some future time an Oxford "unmet need" has been shown to exist and satisfactorily quantified, and if that requires any allocation to Cherwell, there are alternatives available to the District other than releasing GB land and therefore none should be released.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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1426

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT (continuation)
 c. Even if there were no reasonable alternative sites, and even if densities on allocated non-GB sites could not be increased, the release of GB land could be substantially reduced. The total GB land proposed to be released is 264 ha. 10 hectares is proposed to be released for the station and Park and Ride, which already exist on GB land. There is no obvious rationale for the release. The net GB land to be released for housing is 254 hectares However within this area only 153 hectares is proposed to be actually used for housing, with the rest being allocated for sport, nature, agriculture etc., all legitimate GB uses. On the residual land 3990 houses are proposed at a density of 26 dph (although an average of 34 is claimed in the Plan). If build densities were increased to urban levels – the Council's stated Policy is to treat these incursions for Oxford's unmet need as urban extensions – then 70 houses per hectare, utilising only 37% of the land would be appropriate. This would require only 57 hectares, all of which could be comfortably accommodated on PR8, the least damaging in terms of coalescence and the Kidlington Gap of all these sites.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N

1422

Comments

The primary duty of a Local Authority must be to the people it represents. In an independent market research exercise, with a very high sample size, conducted across Oxfordshire by Alpha Research of Thame in April 2015 respondents were specifically prompted that there was considered to be a need for more housing, and of the extent and purpose of the GB, before being asked whether the GB, should be developed for that, or indeed any other, purpose. Their answers were therefore fully informed by recognition of housing need. 76% of respondents considered that the GB should remain undeveloped; 66% considered housebuilding the greatest threat. Although polls have something of a tarnished reputation, this has resulted from situations where marginal inaccuracy can lead to wholly incorrect forecasts in narrow binary decisions. In this case the sample size was so large and so representative, and the outcome so conclusive, that whilst there might be up to a 5% margin of error, this would not be capable of affecting the result, or its scale. Further, this is in line with previous polls, adding to confidence that it accurately reflects public opinion. The same exercise showed that in North Oxfordshire – closely correlating to Cherwell - the outcome was hardly less conclusive, with 71% of respondents supporting the proposition that the GB should not be developed for housing or any other purpose. This was despite years of constant media campaigning by the City Council that Oxford has “no option” but to spread over the GB unless people are to go homeless (a wholly fallacious claim). Despite the City’s campaigning, 73% of non-homeowners, and 74% of C2DEs agreed that the GB should not be developed for housing. In other words, the people who would be expected to have been the most responsive to the City’s campaigning rejected GB development almost as strongly as the general population. Indeed 73% of the City Council’s own constituents rejected it. There can be no doubt that the people both of Oxfordshire, and of Cherwell itself, reject GB development in principle, and this must be given great weight in any consideration of doing so.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1418

Comments

TRANSPORT - THE PROPOSED NEW STATION AT KIDLINGTON/BEGBROKE. The initial proposals for the development made great emphasis on the provision of a new railway station “between Kidlington & Begbroke”, the implication being that this station would cater for the needs of residents to reach their places of employment in Oxford and that therefore the housing plans are more sustainable. The relevant railway line is that from Oxford and the south to the midlands and north via Banbury. It is intensively used with half hourly cross-country trains and frequent freights including regular intermodal trains from and to Southampton docks. There is also a local service of 12 trains per day each way (9 on Saturdays, 3 on summer Sundays, none on winter Sundays) calling at the intermediate stations at Tackley, Heyford & Kings Sutton. North of Aynho Junction, as far as Banbury, these trains all have to interwork with the three trains per hour on the Chiltern Line to and from London Marylebone. There are presently no proposals for a new station on this line, nor are there likely to be. Neither Network Rail, Oxfordshire County Council nor any train operator has any aspiration for a station here. It does not feature on any relevant route study or strategic proposal. For example, we note that no such plans have been included in the Oxfordshire Infrastructure Strategy, signed off by the Oxfordshire Growth Board in September 2017, which claims to 'provide a view of emerging development and infrastructure requirements to support growth from 2016 to 2031 and beyond'. This includes a description of numerous rail improvement projects both pre and post 2031, as well as listing infrastructure priorities for the A40 Corridor, but gives no mention at all to a new station in this area. Journey time for the local trains is 30 minutes and they only just slot in between the other services; in other words, a train leaving Banbury soon after the previous southbound train only arrives in Oxford just before the next one. To add an extra stop on the route would make this pathing issue even more tricky. It would be possible to accelerate the journey time with electric trains which have better acceleration and deceleration rates and thus allow an extra stop in the same timetable but although the previous government did announce a scheme to electrify this railway as part of its “electric spine” in 2012, this has been deferred and there is at present no prospect of this happening. Great Western Railway (GWR) operate the local trains and they do have an aspiration to increase the frequency to a train every 90 minutes across the whole day but it is only an aspiration, not a timed commitment. Even that frequency is not really sufficient to attract substantial numbers of commuters to use rail on a daily basis. For that a half hourly service level is, these days, a basic requirement. The station at Oxford Parkway, opened in October 2015 and connected to Oxford station in December 2016 has in any case now become the railhead for Kidlington, swathes of north Oxford, Headington and surrounding villages. The rail industry as a whole is thus utterly unlikely to wish to commit to another new station “between Kidlington and Begbroke”.

Changes Sought

References to the station should be removed from the Plan as it is not deliverable within the lifetime of the Plan and therefore is not effective. Any element of development that is dependent on this station being delivered should be removed from the Plan as unsound. Plans for additional housing in north Oxford/south Kidlington should be put on hold until the Oxford to Cambridge Expressway route is settled, the East West railway is re-opened and the full extent of the expansion of Bicester is agreed, with its possible new transport infrastructure.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. We would like to attend the oral part of the Examination.

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1419

Comments

Not Positively Prepared. Not Justified. Not Effective. Not Consistent with National Policy.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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|-----------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|-----------|------------|--------|----------|---------------------------|---|--|---|---|

1441

Comments

We note that the plan calculates the loss of GB to be 3%. There is an implication here that the loss is relatively small and therefore acceptable. This is fallacious as is illustrated by the following example taken from a paper by Professor Dieter Helm, Chair of the Government's Independent Natural Capital Committee "Think about St James' Park in central London, set between Buckingham Palace at one end and Whitehall at the other. Suppose a developer comes along with a proposal; to build on a small plot on one corner of St James' Park. This developer might argue as follows. The marginal value of the patch of grass in a small corner is not that great. After all, all the rest is left. Better still, the developer might pay such an enormous price for the small bit of land that perhaps a hospital could be built elsewhere with the proceeds. The marginal value to the ultimate owner of this house is so great relative to the marginal value of the small corner of St James' Park that it makes marginal economic sense to build on it. There are two problems with this argument. The first is that the same marginal case can be made for the next small bit of St James' Park. Indeed the value to the developer is even higher now because the Park is now slightly smaller. And for the next bit, the argument just gets stronger. Carried to its limits there is a great marginal case for incrementally building all over St James' – and Hyde Park, and Regent's Park and indeed all the green spaces in London. That is indeed what would have happened if the market had been left to allocate the land as if St. James' was a private good. It is what would happen to the GB too. The second problem is that the reason why the land is so valuable is because it is not surrounded by other houses in close proximity. The very rich person who buys this house on the corner of St James' is paying so much because others are not able to do so, and because it is St James'. We cannot all have green spaces around our houses – green space is in fixed supply. Carry both of these arguments across to the GB. Each marginal bit has a marginal economic case for developing it, and as each bit is chipped away, the value of the whole public good – the GB system – diminishes. The core point here is that the marginal case if carried through to its logical conclusion leads to no GB – there is a good marginal case for building on each and every marginal bit of land, as there is for building on each and every bit of St James' Park." The loss of a small proportion of GB therefore increases the likelihood of further loss. GB should be considered as an entity or system not as a collection of individual land parcels. This is a further reason why we fully endorse Government Policy (NPPF para 79) that GB is a permanent designation.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

The Oxford Green Belt Network (OGBN) was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination in necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|-----------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|-----------|------------|--------|----------|---------------------------|---|--|---|---|

1442

Comments

We consider it to be a serious omission that at the options stage a question was not asked about the acceptability of development in the GB. This is probably the most important matter raised in this review. The plan may therefore be rendered procedurally noncompliant.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

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|-----------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|-----------|------------|--------|----------|---------------------------|---|--|---|---|

1440

Comments

This Plan is contrary to the NPPF which states in paragraph 14 that Local Plans should meet objectively assessed needs unless specific policies in the Framework indicate development – including land designated as GB - should be restricted. It is also contrary to the twelve core land use planning principles set out in Paragraph 17 of the NPPF one of which is that planning should take account of the different roles and character of different areas, promoting the vitality of our main urban areas and protecting the GBs around them. Furthermore, National Planning Practice Guidance makes clear that assessing need is just the first stage in developing a Local Plan and that once need has been assessed, the local planning authority should take account of any constraints such as GB, which indicate that development should be restricted and which may restrain the ability of an authority to meet its need. Cherwell has accepted (or, more accurately, been pressured to accept) the inflated figures of the Oxfordshire SHMA in full and has never followed this guidance to "take account of any constraints such as GB Which may restrain the ability of an authority to meet its need". The proposed submission plan is therefore not consistent or compliant with national policy.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

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Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|

1438

Comments

Strong objection to all of the proposed development in the Oxford GB which “was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area.” This quote is from paragraph B256 of Cherwell’s adopted Local Plan Part 1 and we fully support it. We also support Policy ESD14 in the Plan to maintain the Oxford GB. The Oxford GB supports all five purposes set out in the NPPF and has been largely successful over the last sixty years. In particular it seeks to protect the setting and character of the historic city of Oxford. The reference to the character of the City, as referred to in Cherwell’s Local Plan. is often overlooked but it is a crucial aim of GB policy. The historic city centre by its nature cannot be expanded or comprehensively redeveloped. It is already under substantial pressure and this is likely to become highly damaging if expansion on the edge of the city is not restricted. The City’s never-ending traffic problems are testimony to this, and there have been calls for even the number of buses in the centre to be limited. The GB also provides accessible open space, footpaths and other recreational opportunities for residents of the city and for the communities within it. It is well used and supported as public opinion surveys have shown. GB is intended to be a permanent designation only to be changed in exceptional circumstances (NPPF). We think that that the overall levels of growth proposed are unnecessarily high and that alternatives to development in the GB are available. We therefore consider that exceptional circumstances do not exist to justify development in the GB.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth, at realistic levels, away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should a) discourage further employment generating development in the city unless it is absolutely essential and b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|

1439

Comments

Strong disagreement with the assessment that “exceptional circumstances” exist. Twelve “circumstances” are listed. The final ten are not exceptional circumstances at all. Some of them might be described as “opportunities”, some of them are simply descriptions of how development might occur, and others are meaningless, for example “12.the ability to create a sustainable, holistic, joined up vision for the whole of the Oxford/Kidlington/A44 corridor area”. That statement certainly does not constitute an exceptional circumstance. Exceptional Circumstance 1 (urgent and pressing need for homes) is highly contentious. It is based on the assessment in the SHMA which has been heavily criticised and never validated. The proposed DCLG standardised methodology proposes a much lower level of need that takes account of affordability. Exceptional Circumstance 2 (clear inability of Oxford to meet its needs) is also unproven. Oxford’s needs have not been established through its own local plan process and neither has its ability to meet its own needs. It is clear that alternative development strategies could accommodate a significant number of additional dwellings within the city. The submission document in proposing to develop in the GB is in complete opposition to the purpose of the GB and contradicts Local Plan Pt 1. The main purpose of the Oxford GB, (Local Plan Part 1 para B256), is to limit the growth of Oxford to avoid damage to its character and heritage. Oxford City Council itself should have a part to play in this by restricting the growth of employment generating activities to the minimum necessary. This would have the double benefit of releasing some land for housing and reducing the demand for further housing. However its currently proposed policies do the opposite. We have made this point in our representations to the recent Options consultation on the Oxford Local Plan. Alternative development strategies – which have been successful in the past – are possible for Oxfordshire, and include the diversion of growth away from Oxford towards the country towns. Oxford City Council should play its part in this. We also think it would be possible for the Oxfordshire authorities to promote the diversion of some economic growth to other parts of the country which would welcome and benefit from it – possibly through formal ‘economic twinning’ arrangements.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

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|------------------|------------|-------|--------|-----------------------------------|---|---|---|---|
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
|------------------|------------|-------|--------|-----------------------------------|---|---|---|---|

1623

Comments

Exceptional circumstances have been demonstrated to justify the release of sites from the GB, including sites for housing to help meet Oxford City’s unmet housing need. It is clear from the evidence base for Cherwell’s proposed submission plan and from the Oxfordshire Growth Board evidence base that the release of sites from the GB is necessary to deliver the scale of housing required in a sustainable manner. However, there is a need to make efficient use of land released from the GB for housing purposes. Some of the proposed densities on sites released from the GB do not appear to make efficient use of this land despite their close proximity to Oxford and to sustainable transport infrastructure and services. By increasing the density on some of the GB sites and by developing the site covered by Policy PR3a Cherwell DC would achieve their target of meeting Oxford City’s unmet housing need without requiring development at Woodstock South East (Policy PR10).

Changes Sought

Review of the proposed densities and the resulting site capacities of the sites to be released from the GB in order to ensure that efficient use is made of this scarce land resource.

Reasons for Participation

To address cross-boundary issues with West Oxfordshire

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|------------------|------------|-------|----------|--|--|--|---|--|
| PR-C-0660 | 07/10/2017 | Carol | Matheson | | | | N | |
|------------------|------------|-------|----------|--|--|--|---|--|

1634

Comments

Over-development and over allocation of dwellings to one Parish - Gosford and Water Eaton. This parish currently has 676 dwellings. Adding 1410 houses into Gosford and Water Eaton, increases the number of homes by 208% to 2083. The proposal increases the Parish housing by two thirds of its current size. 32% of all the new houses have been allocated to Gosford and Water Eaton. If there have to be more houses here then a 25% increase is acceptable (under 200).

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | | | N |
| 1685 | Comments | | | | | | | | | |
| This land is in Gosford and Water Eaton. Not North Oxford.230 of the proposed dwellings are planned for this site. This will add to the existing traffic problems which exist and further add to congestion and delay. There is no scope for extra traffic on Water Eaton Lane and there should be no vehicle access onto it from any development. In the Green Belt Study (April 2017) the majority of this site was categorised as partly “High” and with the remainder as “Moderate” in terms of harm to the Green Belt from its release for development. The development would significantly erode the gap between Kidlington, Gosford and Water Eaton and Oxford, especially in combination with removal of the Park and Ride site from the Green Belt, site PR3c and allocations.PR6b and PR6a. This would leave a very small gap comprising the southern part of PR7a between Kidlington, Gosford and Water Eaton and Oxford. This will lead towards the merging of the areas – loosing their distinct character. The overflow gravesite from St Mary’s Church is situated very closely to this site with an area built in for expansion. However, the expansion does not include additional residents that any new build would bring in and this site was very difficult to find. Therefore, the size of available space on this plot should be reviewed. There are issues about managing surface water run off in this area to avoid flooding which already occurs inparts of this area. Part of the site is within Flood Zone 3 and should not be developed. | | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | | |
| PR-C-0690 | 08/10/2017 | David | Hemingway | | | | | | | N |
| 1702 | Comments | | | | | | | | | |
| Objection to Policy PR7(a). This will add to the existing traffic problems which exist and further add to congestion and delay. There is no scope for extra traffic on Water Eaton Lane and there should be no vehicle access onto it from any development. | | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | | |
| PR-C-0735 | 08/10/2017 | Christopher | Rogers | | | | | | | |
| 1851 | Comments | | | | | | | | | |
| Do not feel that PR7a is suitable for building as the Bicester Road is already heavy with traffic. | | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | | |
| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | | | Y |
| 1943 | Comments | | | | | | | | | |
| Policy PR7a - Land South East of Kidlington. Whilst have no principle objection to this allocation aerial photos seem to suggest that this site allocation includes areas of grassland or meadow that might potentially be of considerable ecological interest (e.g. lowland meadows). Ecological surveys should be carried out at the earliest opportunity to inform the suitability of the site and the potential layout. | | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | | |
| Potential biodiversity impacts as outlined in the representation. | | | | | | | | | | |
| PR-C-0773 | 10/10/2017 | Philip | Rawle | Greenlight Developments | | Y | Y | | N | Y |
| 1951 | Comments | | | | | | | | | |
| Does not consider the Partial Review of Cherwell Local Plan to pass the ‘tests’ of soundness, in terms of being positively prepared, justified, effective and consistent with National policy. This is because the Partial Review does not make reference to the need for C2 units (residential institutions, including care homes), nor to care/nursing homes more generally. Policy PR2 deals with C3 uses only. Further limitations on current local planning policies (adopted and emerging) are outlined in the accompanying Note prepared by Lichfield’s. In terms of National policy, the Government’s National Planning Practice web-based resource in the section on ‘Housing and economic development needs assessments’ provides guidance to the plan-making process on how to deal with ‘housing for older people’. Failure of the Partial Review to meet the care needs of the District will clearly have significant implications on housing options for Cherwell’s increasingly ageing population. The accompanying Note prepared by Lichfield’s quantifies that like the rest of the UK there is a clear need for care homes in Cherwell. Examples are found in the Oxfordshire SHMA, which projects the number of people with dementia and mobility issues in Cherwell and Oxfordshire will roughly double by 2031 (end of this Plan period). The latest DCLG figures project the number of people in Cherwell living in communal establishments to double by 2031. The Lichfield’s’ Note sets out the care need for Cherwell as follows: • In Cherwell District itself, the latest DCLG projections show growth in the number of people over age 75 living in communal establishments of 565, i.e. this is the number of care home bed spaces needed (2011 – 2031). However, as the Council are planning for housing growth well in excess of demographic trends, which will lead the population growth in excess of demographic trends, 565 bed spaces should be considered a minimum to plan for up to 2031. • In terms of Oxford City’s need, the DCLG projections suggest a need for a further 305 bed spaces by 2031, and (as with its housing need) a proportion of this may well go unmet. Cherwell will inevitably import some of Oxford’s care home needs, as those additional residents (who otherwise would have lived in Oxford) age and move into care homes. This further justifies the use of the 565 figure for Cherwell as a minimum, which may need to be increased if unmet care home need for Oxford is identified. Lichfield’s’ Note on Care Home Need provided. | | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | | |
| Greenlight asserts that it in order for this clear ‘need’ for care bed spaces to be met in Cherwell over the Plan period, specific policies are required to:(a) Set the delivery of this need over the Plan period as a requirement - this requirement being a minimum of 565 bed spaces by 2031; and(b) To identify and allocate sites to accommodate this need in the Plan and on the Policies Map.To this end, Greenlights’ land interest at Skimmingdish Lane, Bicester, which is currently subject to planning application 17/01428/F, provides an opportune site to be allocated for a 64-bed care home; thus accommodating some 11.3% of the bed space requirement (based on a total requirement of 565 bed spaces) over the Plan period (by 2031).To demonstrate how the site at Skimmingdish Lane, Bicester can accommodate a 64-bed care home, and therefore to assist in informing its allocation as a care home site in the Plan, enclosed with this letter is the site location plan and proposed site layout plan, both of which form part of the current planning application on the site. | | | | | | | | | | |
| The matters raised in these representations are of a strategic nature to the plan. | | | | | | | | | | |

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | N | | N | |
| 5465 | <p>Comments</p> <p>Begbroke & Yarnton Green Belt Campaign's (BYG) main concern is that they believe there is no proper justification for altering the Green Belt boundaries from where they currently stand. On a local level, they particularly object to the removal of the land described as PR8 and PR9 from the Green Belt due to the significant detrimental impact of that removal on the villages and villagers of Begbroke and Yarnton. They also object to the removal of land described as PR6a, PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City and to the land described as PR10, a green field site due to the impact its development will have on the adjacent A44 corridor. Instructed Bruce Bamber, a transport consultant, to prepare a report on the transport implications of the allocation of sites PR8 and PR9 for housing purposes. Although his technical review has focused on these areas, the broader methodology to identify potential development locations has also been assessed for its soundness. The report has been provided as Appendix B. Key conclusions from the report includes: the Sustainability Appraisal Report was published before the Transport Assessment and therefore cannot properly take into account the transport impact of development options. The SAR fails to report the adverse traffic congestion impact from the proposed development around Begbroke and Yarnton and is therefore flawed. Transport evidence base and the associated environmental assessment work is fundamentally unsound and cannot be relied upon. A number of legal issues are raised in Appendix A with a detailed summary provided. If the Council proceeds as planned, we consider the Inspector will find the Plan unsound due to inadequacy of evidence base and failure to ensure effective consultation and participation by the public.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0791 | 10/10/2017 | Keiron | Ward | | | | N | Y |
| 2036 | <p>Comments</p> <p>Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council.</p> <p>Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist. | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |
| PR-C-0791 | 10/10/2017 | Linda | Ward | | | | N | Y |
| 5682 | <p>Comments</p> <p>Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council.</p> <p>Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist. | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | |
| 2211 | <p>Comments</p> <p>It is regrettable that any site is taken out of the Green Belt - generally supportive of these proposals as natural modest sustainable extensions to Kidlington.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Consider that both sites be required to make contributions to the improvement to access arrangements to Stratfield Brake which is poorly accessed by car from Kidlington due to the dual carriageway. Would ask that the developers be required to provide a footbridge set out in para 5.96. | | | | | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | | | | | |
| 2228 | <p>Comments</p> <p>It is regrettable that any site is taken out of the green belt - generally supportive of these proposals as natural modest sustainable extensions to Kidlington.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Consider that both sites be required to make contributions to the improvement to access arrangements to Stratfield Brake which is poorly accessed by car from Kidlington due to the dual carriageway. Would ask that the developers be required to provide the footbridge set out in para 5.96. | | | | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
| 5053 | <p>Comments</p> <p>The requirements within each site policy for an archaeological assessment and potential pre-determination investigations are supported.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
| 5043 | <p>Comments</p> <p>Kidlington Policy PR7a - Land South East of Kidlington (230 homes) and Policy PR7b - Land at Stratfield Farm (100 homes) would jointly generate around 100 primary pupils. These could either be accommodated through a mixture of the spare places at a new 2 form entry school at North Oxford, and through making permanent the currently temporary expansion of Edward Field Primary School in Kidlington.</p> <p>Changes Sought</p> <p>Site policies should require these sites to contribute towards the cost of any necessary additional school accommodation.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
| 5291 | <p>Comments</p> <p>References on the Cherwell Green Belt Study (April 2017), the Oxford Green belt Study (2015), Category A Village Analysis (2016), Policy Villages 1 and 2 of the adopted Local Plan Part 1 and SA report. Conclude that the removal of Green Belt separating Begbroke (PR8) and Yarnton (PR9) and subsequent development as proposed would result in coalescence of both settlements; encroach on the open countryside; and result in highly inefficient use of land (which itself is a combination of grade 2 and grade 3 agricultural land). The harm that results is exactly the harm that the Green Belt land is designed to prevent. The loss of protection of the Green Belt and the scale of subsequent development is contrary to existing Local Plan policies. The "exceptional circumstances" put forward by Cherwell District Council are without merit with respect to all sites proposed for removal from the Green Belt.</p> <p>Changes Sought</p> <p>For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which are additionally supported, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
| 5290 | <p>Comments</p> <p>Referenced the 5 purposes of the Green Belt and NPPF paragraphs 82-84. Quotes provided on the Elmbridge Local Plan and Poole Local Plan. Quotes provided on NPPG's guidance on the Housing and Economic Land Availability Assessment (HELAA). Reference to Policy ESD14 of the adopted Local Plan Part 1. It is reasonable to conclude that whilst local districts may have accepted an apportionment of Oxford's unmet housing need the actual number is not absolute and the Local Plan process may determine that Cherwell, for example, is unable to accommodate the apportioned figure due to existing national policies, such as Green Belt. Conversely, Oxford City, through the development of its own Local Plan and consideration of urban density, re-allocation of land previously earmarked for employment use, etc. may determine that the total unmet housing need is lower than that recommended by the SHMA and post-SHMA work. The latter point will especially apply should Oxford City seek to justify exceptional circumstances to remove Green Belt land that falls within its own jurisdiction. Reference to Oxford's Preferred Options document.</p> <p>Changes Sought</p> <p>For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>"Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent me at the Examination should it take place"</p> | | | | | | | |
| PR-C-0874 | 03/10/2017 | Mr Stuart & Mrs Phyllis | Holcroft | | Y | Y | N | |
| 2368 | <p>Comments</p> <p>Object to policy PR7a on the basis that :-</p> <ul style="list-style-type: none"> • Building within the Green Belt on the proposed scale runs counter to National Guidelines. • Oxford's level of unmet housing need is seriously in doubt to the extent that there may be no unmet need and therefore no reason for the Local Plan Review to continue. • Proposed development would increase traffic to unacceptable levels of intrusion, safety and pollution • Valuable arable land and ensuing food production would be lost • Local services for education, health and welfare are already stretched and unable to cope with increased demand generated by any such housing development. • Proposals are damaging to the habitat and future of wildlife that currently frequent the site. • The loss of safe facilities for walkers cyclists etc. would affect large numbers. • The cost of providing infrastructure and services would prohibit provision of affordable housing on the scale desired by Cherwell District Council. • The site sits within flood zone 3a. This area falls within the Green Belt. The proposals are not limited infilling in villages so is contrary to the NPPF para 89. The site, when considered in "Oxford Green Belt Study" (October 2015) is deemed as having high value in preventing neighbouring towns merging into one another. "this area is relatively well screened from view, but loss of openness would substantially reduce the physical gap between Kidlington and Oxford as experienced when travelling along the A4260 or A4165". Oxford's unmet need has not been confirmed and implications of Brexit needs to be considered. Recent Government's consultation document on housing need suggest lower levels of housing need. There are a number of detailed objections to development of this site. A portion (approx. 10%) of the site falls within Flood Zone 3a, has a high probability of flooding and is not appropriate for housing. Water Eaton Lane is single track south of its junction with Beagles Close. Outline proposals for development suggest that vehicular access would be along Water Eaton Lane and pedestrian, wheelchair and cycle access would be via Bicester Road. In its present form Water Eaton Lane could not support the potential traffic increase (additional 500 to 700 vehicle movements per day ?) without some considerable highway improvements. These cost would need to be met by developers. Because of its proximity to Oxford Parkway station, a high proportion of the new homes would be snapped up by commuters to London, and not serve to support local community needs. The volume of traffic movement would have serious impact on congestion, particularly at peak times. Traffic pollution is already unacceptably high at "Kings Arms" junction, and this would be exacerbated by increased traffic. Local medical, dental and education facilities are not geared up to cope with a potential additional load. More than 120 extra school places, at least 3000 additional annual visits to GP surgery. All generating pressure on services that are already seen unable to cope satisfactorily. The loss of valuable agricultural land. A high proportion of the site is given over to arable farming, producing valuable contribution to our food production. Water Eaton Lane and the bridleway associated with it are used extensively by leisure cyclists, walkers, dog walkers and runners, principally because of its lack of traffic, pleasant open surroundings and safe environment. Increased traffic along Water Eaton Lane would have a massive impact upon these users and their way of life. The inclusion of an area for sports facilities on the site will fail to compensate the many walkers and cyclists who enjoy the safety of a relatively traffic-free environment. Indeed the provision of sports facilities has the potential for massively increasing traffic flows, particularly at weekends. The site currently provides habitat for a wide range of wildlife. Deer and foxes are regularly seen here and the presence of badgers, rabbits, butterfly and bats is frequently experienced. <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
| 5216 | <p>Comments</p> <p>Objects to PR7a. It is not acceptable. It is considered that better use of the land can be made for proposing housing development, as shown on the attached revised map. It is also considered that the location of sports facilities next to a high speed road & the C43 Bicester Road would cause safety concerns, unless a very high unsightly ball proof fence was erected. Although the outer boundaries of the proposed development are fixed the internal layout of development should be designed using a flexible approach. A wide green landscape buffer zone and screen is proposed alongside the A34 for reducing noise and pollution levels. This should include a foot/ cycleway route leading up to the A4165 Oxford Road for easier access to the Parkway and Park & Ride. The proposal is for an allotment area located around the existing burial ground with temporary allotment site and for extending the burial ground in the future. There could also be room for a sports facility and small recreational park, but bearing in mind the closeness to roads. Use is made on an additional triangular area of land at the end of Water Eaton Lane for proposing a surface water storage pond with a controlled outfall. The rear gardens along the Water Eaton Lane boundary should be screened off from the development and there should be no vehicular accesses made from the proposed development onto this Lane.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Based on the representation, would like to reserve the right to respond if necessary.</p> | | | | | | | |

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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| PR-C-1011 | 23/08/2017 | Tony | Norris | | | | | N |
| 2961 | Comments | | | | | | | |
| The creation of 1,118 houses on PR6a & PR6b will create a potential of 3000+ car movements a day, together with a further 5000+ movements from PR7a, PR7b, PR8 & PR9. The traffic situation North of Oxford will be at gridlock even worse than that which occurred during the recent alterations to Banbury Rd & Woodstock Rd roundabout. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1164 | 24/08/2017 | Stephen | Mundy | | | | | N |
| 3708 | Comments | | | | | | | |
| The wildlife will be lost, where will the deer go, if the land is no longer available they will stray onto the A34 causing serious injury to vehicles travelling at high speed. My property will be overlooked by the new houses. Some time ago I submitted a planning application to add an extra room in my roof space. This was declined on grounds that the property was a bungalow and must remain as such. Now there are going to be houses next to a Close that is nearly all bungalows. There will be additional traffic noise. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1172 | 08/08/2017 | Robin | Carey | | | | | N |
| 3749 | Comments | | | | | | | |
| PR7a is on a flood plain as are North Oxford's PR6a and b - no indication of flood protection. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1194 | 19/08/2017 | Lauren | Bates-Brownsword | | | | | N |
| 3845 | Comments | | | | | | | |
| Objection to build new housing in this area as land is subject to flooding, it is often under water, which will be exacerbated by building Loss of GB is not helpful to future generations. As a 21 year I want to enjoy the GB for my lifetime. Loss of natural habitats is another great concern which makes this a short sighted decision. Traffic will be worse and it will not help the housing crisis for affordable housing. Building on GB is not consistent with National Policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1196 | 08/08/2017 | Dianne | Bates-Brownsword | | | | | N |
| 3855 | Comments | | | | | | | |
| Strong objection to houses being built on GB around Kidlington. Concern regarding level of flooding - happens in Water Eaton every year. Fields across the road and to the east of the new cemetery are always waterlogged. This building will exacerbate the problem , driving up everyone's house/contents insurance. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1197 | 08/08/2017 | Darryl | Bates-Brownsword | | | | | N |
| 3862 | Comments | | | | | | | |
| Land is already frequently flooded and this will exacerbate surrounding areas and flooding will be spread. Short sighted ineffective planning. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1202 | 08/08/2017 | Mary | Timms | | | | | N |
| 3885 | Comments | | | | | | | |
| Re the plans, PR7(a) is preferable to building at PR6(b) and PR6(a) but not enough homes. If anything, allow PR8 and PR7(a), this may preserve Green Belt and keep a distance. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | N | N | N |
| 4367 | Comments | | | | | | | |
| If as I believe the loop for this part of the GB is not substantiated then these areas should be zoned for use as London-style community park, with purpose facilities for public use. The area is easily accessible from several directions by public transport, and it would be far preferable for this to be properly landscaped as a continuing "Green Lung" of benefit to both Oxford (which could contribute to the cost) and Cherwell. The Golf Course is in effect already landscaped. If the City still believes that it needs additional housing I suggest that part of Cutteslowe Park is developed and the funds released used to provide a new and larger community facility. The existing Cutteslowe Park is not easily accessed from Kidlington, and the additional extension proposed of little use to any except Cutteslowe residents and gives little protection to the GB/"Green Lung". | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1332 | 10/10/2017 | Peter | Webber | | | N | N | N |
| 4363 | Comments | | | | | | | |
| Duty to Co-operate - I do not believe that the duty to co-operate requires a Council to accept without apparent justification the aspirations of an overwhelming neighbour Council where that Council has not done all it can to solve the problems. They have not substantiated the basis for it's alleged housing shortfall and has not shown any obvious willingness to co-operate in the funding and/or provision of essential infrastructure. There is a lack of mutuality. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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| PR-C-1332 | 10/10/2017 | Peter | Webber | | N | N | N |
| 4364 | <p>Comments</p> <p>Positive Preparation - There has been an apparent failure to stress-test the alleged requirements of Oxford City Council. This is the subject of widespread local criticism, and the latest downgrading of the Government's own estimates of housing requirements undermines the whole basis of Cherwell's proposals and Oxford's demands. We need to start again with a process geared to the current Government figures as an absolute maximum. Damage to the GB just seems to have been assumed as a given, whilst it is not. Justification - The proposals cannot be justified as matters stand, as the figures have not been adequately tested and may no longer be current.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | |

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| PR-C-1332 | 10/10/2017 | Peter | Webber | | N | N | N |
| 4365 | <p>Comments</p> <p>Effectiveness - There is little concrete information as to the funding or timing of infrastructure provision - e.g. a substantial new station will certainly be required, but there is no clarity at all as to how this will be delivered or funded or when in relation to the related development. This all comes across as a wish-list rather than as a blueprint for a successful outcome.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | |

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| PR-C-1332 | 10/10/2017 | Peter | Webber | | N | N | N |
| 4366 | <p>Comments</p> <p>As things stand, this site could well be used as the new Oxford United Stadium. The description ("Outdoor Sports Provision") seems specifically designed as words to land Kidlington with a very large building in the GB which is not expressly required on any basis as an exception to GB policy. Local residents are assuming that this will be for a publicly available community facility, not an enormous "destination" available for matches, concerts, etc., and the description and allocation need to be far more restrictive.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | |

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| PR-C-1364 | 09/10/2017 | Mrs Susan | Moss | | Y | Y | N | N |
| 4435 | <p>Comments</p> <p>The policies are unsound because they fail to meet the real needs of people for low cost (rented or for sale) houses that deal with urgent housing problems. Housing to meet local needs could be achieved by building smaller units at higher density and using far less land. Houses for sale at so-called 'affordable' prices, and houses at market prices, do not meet the needs of the teachers, nurses, public sector workers and young families. Build some houses, but make all of them of the type that people need - not what developers and landowners desire.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-1383 | 10/10/2017 | Fiona | Mawson | | N | N | N | Y |
| 4479 | <p>Comments</p> <p>This section admits that development of this area will result in a significant reduction of the GB between Begbroke, Yarnton and Kidlington. This area of GB is regularly used by residents of all 3 villages and is an important area for leisure, health and well-being of the local population. Wildlife include a range of rarer species including bats and dormice, some of which are in serious decline and/or protected. Description of improved A44 cycleway linking king to proposed Super Cycleway between Kidlington and Oxford. This would add approximately 2 miles to the journey between Begbroke or Yarnton and Oxford. It has been shown that most people will not cycle more than 3 miles to their place of work; Yarnton and Begbroke are too far out for most people to cycle into Oxford and they will most likely use cars, adding to the congestion.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>The plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for inspection.</p> <p>Would like to be represented by Begbroke and Yarnton Green Belt Campaign</p> | | | | | | | |

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| PR-C-1396 | 09/10/2017 | Paul | Walker | Oxford Bus Company | | | | Y |
| 5163 | <p>Comments</p> <p>SUPPORT these Policies with AMENDMENTS. Pleased to note that the areas of search have been assessed utilising the commuter travel within each area noting proximity to current sustainable transport facilities that serve Oxford, access to jobs by publictransport and proximity to proposed improvements. It is essential however that these potential improvements are locked into new sites by way of both physical measures and developer contributions that enable improved public transport services. This part of Cherwell, immediately to the north of Oxford is currently under significant pressure with peak period congestion already experienced on the A44 and A34. The A4260 has its own challenges, being a major route within Oxford whilst also needing to provide for Kidlington and movements across it. We note the development of a Development Brief for these sites. The Brief should clearly set out how the plan proposals relate to the strategic bus network and how this will evolve, what the trigger points to deliver this shall be and give clarity to developers on the costs of developing in these locations. The risk of not doing this is one of a hap-hazard development pattern of sites coming forward which cannot be served by high quality public transport though lack of forward planning, lack of certainty for developers and a poorly thought out network connecting major nodes. We therefore support the Policy PR7 9(d) and PR7b 10(b) which both state the need for the development to enable connection to Oxford Parkway & Water Eaton P&R site (PR7d (d)) and to existing or potential public transport services (both PR7 9(d) and PR7b 10(b)). However the policy needs to explicitly highlight that the development brief will need to contain costed proposals for bus services improvements. The size of the strategic allocation also makes it unlikely that it will support key local facilities, such as a substantial district centre. The result is that, to a very great extent, any bus route created to serve this site would have to rely only on the new demand generated by the development itself. Therefore there needs to be mention within the policy of the need to "kick start" bus services for a number of years promoting alternative transport to the car until the development is built out and services viable. This viability may come from diversion into the site of existing services and as such we consider that and extension and/or diversion of the 500 park and ride service provide this role. Not least that such a connection would better enable occupiers if these developments were to access not only Oxford city centre but also Oxford Parkway Station which will better enable modal shift, keeping park and ride spaces free for longer distance travellers and providing a direct link to the station which will be more attractive to potentialoccupiers</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>We would therefore like to see the policy strengthened to highlight the need to connect inter urban bus route networks between settlements that reflect the OCC strategic bus network in a phased manner than can allow new developments to be accessible by modes other than the car with appropriate S106 commitments to enable these developments to be sustainable in a manner that is clear to developers promoting sites.</p> | | | | | | | |

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | N |
|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|

5333

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in PR7a is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|

5383

Comments

The CDC Local Plan Part 1 and the NPPF (Para 34) support a strategy whereby growth should be directed towards the most sustainable locations, encouraging travel by non-car modes. The County Council's Oxford Transport Strategy is also clear in its objectives for achieving a meaningful modal shift for those travelling into Oxford City away from the private car and towards public transport. In this context, the justification for the Council's approach in pursuing growth at sites such as PR7, PR8, PR9 and PR10 which propose concentrated levels of development (circa 3,220 dwellings) is unclear. The development as proposed is concentrated along the already very congested A44 corridor and around Kidlington which is a known congestion hotspot. While some development in this area may be appropriate, the concentration of sites will lead to significant issues of congestion given that the sustainable modes being pursued (with the exception of cycling) are all road based Park & Ride, Bus and RTP routes. The Sustainability Appraisal (June 2017) recognises that new development around the Kidlington area 'may increase congestion but the Local Plan Part 1 Partial Review allocates new housing sites that encourage the use of sustainable transport and are allocated following consideration of their impacts on transport patterns through the SA'. Notwithstanding assessment of the proposed allocations through the SA, the impact of congestion has not been sufficiently weighed in the balance when considering reasonable alternative sites and a broader distribution across the District. For example, locating development on the rail network at locations such as Islip would assist in removing some traffic movement from the road entirely. It's recognised that there is the potential for a new railway station at Yarnton, but this is a long term strategy with no immediate proposals for delivery. CDC does not consider this necessary infrastructure to support the proposals and simply consider it a potential future benefit. Therefore, all focus for this plan period under this strategy will be on the road, contrary to the conclusions of the Sustainability Appraisal and to which our client objects. Overall, the various transport evidence base documents prepared to date have not robustly assessed the opportunities to improve rail usage despite current work being undertaken to develop the East-West rail link. East-West rail Phase 1 works saw an upgrade of Islip station which is on the new Oxford – London Marylebone line. The Western Section of East-West Rail will also see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s. Despite this significant rail investment, no development is proposed within Islip which is just a 3 minute train ride from Oxford Parkway, 7 minutes from Bicester, 11 minutes from Oxford and under an hour to London Marylebone. Our client is of the view that Policy PR4a (and by association policies PR6-PR10) focuses too strongly on improvements to and mitigations for the highway network rather than considering options for removing traffic from the road network and towards more sustainable modes such as rail. The proposed locations for the additional housing are known areas of congestion and the transport proposals do not go far enough to solve the existing issues, with the proposed levels of development in this location likely to compound matters further. Our client objects to these policies which will lead to increased levels of congestion and the strategy will not achieve a step change in modal split. Soundness - The evidence base prepared to support Policy PR4a (and by association policies PR6-PR10) is not sufficiently robust to justify the approach to allocate this level of housing in an area of existing traffic congestion without an effective strategy to achieve a step change in modal split. The Council needs to justify its approach for focusing so much of the new development in one area which is already known to suffer issues relating to road congestion. Rail has not been considered as a reasonable alternative within the evidence base documents and consequently the draft plan is not justified. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area. The Plan is not consistent with national Policy as the proposed development is not located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Changes Sought

The evidence base has failed to sufficiently consider investment in rail / exploitation of existing rail assets despite recent investment in the East-West Rail project. A thorough exploration of the reasonable alternatives is required. More detailed consideration needs to be given to the potential for locating new development at Islip within proximity to the existing railway station. This location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR4a

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|------------------|------------|-----------|-------|-------------------------------------------------------------------------|--|--|---|---|
| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | | | N | Y |
|------------------|------------|-----------|-------|-------------------------------------------------------------------------|--|--|---|---|

5362

Comments

KPC concurs with the Plan on this Policy, and considers that development on this site could reasonably be considered as an extension to Kidlington, securing a permanent green boundary. While its removal from the Green Belt is regrettable, if justified as exceptional circumstances by PR1, its release could bring long term benefits, offsetting the loss of green belt land with a well-integrated village extension of modest scale, compatible with the character of Kidlington. However, the policy needs to be amended to require the footbridge link as described in P 5.96. This site and others around Kidlington including PR7b (Stratfield Farm) should also be required to contribute to improved access arrangements for Stratfield Brake, which have long been identified as unsatisfactory, necessitating longer journeys along congested roads. A new spur to provide access direct from the roundabout is recommended. Otherwise, general support for this allocation.

Changes Sought

"Add to key Delivery Requirements• Contributions to footbridge link• Contributions to improved access to Stratfield Brake"

Reasons for Participation

"KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report."

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5306

Comments

While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha. Whereas the allocation is for 66ha, over 50%larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential development are significantly too large. Given the desirability of this land to developers, there is a clear risk that permission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell's own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan."

Changes Sought

All allocations should be withdrawn because they are premature (need not yet established) and because alternatives to Green Belt development exist. However if some or all of the allocations are confirmed (which we completely oppose) then the plan should be amended to ensure that no more than the specified numbers of houses will be permitted (e.g. by reducing site areas or other stipulations).

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of: our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5305

Comments

"Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 for the reasons given in our objection to release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council. We also explicitly support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons. Policy 10 : Woodstock Allocation. In the case of Policy 10, the site is on the edge of the Green Belt, and would impact on its openness. It would also be an excessive and disproportionate extension to the small historic town of Woodstock particularly when considered in addition to the adjacent site provisionally allocated in the draft West Oxfordshire Local Plan (currently under examination) for 300 houses. Due to wide-spread concerns raised at the hearings, the Inspector has asked West Oxfordshire District Council to conduct a heritage impact assessment of this site given its proximity to a World Heritage site. Cherwell should have conducted a similar assessment, taking into account the cumulative impact of the proposed development. Woodstock town is not within the Cherwell boundary but nevertheless, Cherwell has a duty to seek to protect historic Woodstock from inappropriate development and we consider it is not reasonable or sustainable to locate 410 extra houses in this area to meet Oxford's unmet housing needs."

Changes Sought

All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist.

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of: our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

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|------------------|------------|-------|-------|---------------|---|--|---|---|---|
| PR-C-1403 | 10/10/2017 | Vicky | Aston | Sport England | Y | | Y | N | N |
|------------------|------------|-------|-------|---------------|---|--|---|---|---|

5186

Comments

Sport England welcomes the Council's references throughout the document and policies requiring developers to include open space, outdoor sport and recreation. However, Sport England is concerned that the Council has yet to publish its evidence base in relation to playing fields and outdoor sports provision and built sports facilities. The Council will need to ensure that all of the new development contributes towards indoor and outdoor sports facilities in the District. The Council's evidence base will help frame this work. Sport England also recommends that the Council includes a requirement for applicants to include a statement demonstrating how their development has met the 10 principles included in Sport England's Active Design document. See Section 3 of the document 'how to use Active Design' and the proposed change.

Changes Sought

Sport England recommends that the Council consult Sport England at the earliest opportunity on the preparation of the Playing Pitch Strategy. Sport England suggest the following text could be included in the policies to support Active Design: PR5 (10) Provide evidence of how the development has improved the health and well being of new residents by demonstrating how the proposals will meet the 10 Active Design Principles set out in Sport England's guidance document 'Active Design' <https://www.sportengland.org/facilitiesplanning/active-design/>

Reasons for Participation

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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|------------------|------------|--------|---------------|--|---|---|---|---|
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
|------------------|------------|--------|---------------|--|---|---|---|---|

5366

Comments

If the aim is to provide 1,180 houses in the area south of Kidlington, the least damaging locations would be at Stratfield Farm (site 49) and south of Gosford (sites 178, and HELAA 243 incidentally, a new site not identified at the Issues and Options stage). The two assessed sites have existing small allocations, but the theoretical capacity is far higher. The Initial Sustainability Appraisal (which excluded site 243) set these at 523 and 1,388 respectively. Allowing 3.2 hectares for a new primary school, probably best sited at the Gosford sites, and the 0.7 hectares identified for a cemetery extension in the Submission draft PR7a no. 3, the total net combined land available would be 34.26 + approximately 5 hectares of previously unidentified site HELAA 243. Adding in the existing allocation of 220 + 120, the total number of dwellings required to replace those not developed south of Oxford Parkway becomes 1,520. This represents an overall net density of 38.7 dph (1,520/39.26), which is lower than the 40 dph proposed in the submission draft in PR6a, less than the 45 dph proposed in Policy PR8 and less wasteful of Green Belt land than the 25 dph proposed in policy PR6b, or, to put the figures in greater perspective, withdrawing 60 hectares of land from Green Belt protection (Policy 6A, 6B) contributes 1,180 houses at a net density of just under 20dph. Detailed comments are provided in relation to the selection of alternative sites PR178 and PR49 and the Kidlington Masterplan.

Changes Sought

PR3, 6a, 6b - Delete references to PR6a and 6b in PR3. Rewrite all references to sites in Kidlington gap, deleting allocations, setting out playing field allocation in land east of A4165. Allow mixed use on land identified within Policy 3c playing fields, residential allocation of 140 written as a new policy. PR7 a and PR7b - Increase allocation to 1,520 between these sites. Retain a small buffer area to the west of Stratfield Farm. Remove reference to playing fields. PR12a - Rewrite to avoid incentive for future allocations beyond those allocated in the plan, or delete.

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

5517

Comments

The Policy details 25 specific requirements which the proposals are required to comply with, we consider those on which we have comments on in turn below: 19. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how a five year supply of housing (for the site) will be maintained year on year - As per our comments in respect of Policy 12a, the phasing restriction on the delivery of this site should be removed. Without this amendment it is considered that the Plan as currently drafted is unsound. Timings for the delivery of supporting infrastructure can be secured appropriately through triggers in the Section 106 Agreement tied to any consent. It is considered that our client's site could be delivered at an early stage in the Plan period and help to meet the needs for affordable and market housing at an earlier stage than currently envisaged. There are no known constraints which would prevent the delivery of the site significantly before the 2031 date. There is no justification behind the site itself demonstrating a five year supply of housing – and indeed no clarity as to what the target would be against which this would be judged. As such it is considered that this requirement is unsound and should be removed from the policy requirement. Approval of planning permission for the site would clearly demonstrate the deliverability of the site and provide certainty in the Council's five year housing land supply.

Changes Sought

The phasing restriction on the delivery of this site should be removed

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

5508

Comments

The rep provides a summary of the technical work undertaken in support of the development of the northern parcel of land in the PR7a allocation. Details are provided in relation to archaeology, ecology, arboriculture, drainage and highways. A proposal has also been developed which could deliver 120 Dwellings, 0.35ha play area, 0.082ha Allotments (41.2% of total allocation requirement) 0.288ha Cemetery Extension (41.2% of total allocation requirement). The emerging proposals have paid careful regard to the character of the surrounding area and the context of the site itself. The proposals have sought to integrate with the existing residential development and have ensured that the early delivery of the northern parcel of the allocation would not prejudice the delivery of the wider allocation and the site specific policy requirements. The proposals make proportional contributions towards the delivery of allotments and the cemetery extension. As such it is considered that the early delivery of the site would in no way prejudice the Council's aspirations for the wider allocation and would indeed have benefits through early assistance in addressing the need for both market and affordable housing. Also see appendices attached - Appendix 1: Site Location Plan / Appendix 2: Desk Based Archaeological Assessment / Appendix 3: Preliminary Ecological Appraisal / Appendix 4: Arboricultural Implications Assessment / Appendix 5: Flood Risk Assessment and Drainage Strategy Report / Appendix 6: Preliminary Access Arrangement Technical Note / Appendix 7: Illustrative Masterplan

Changes Sought

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
| 5509 | Comments | | | | | | | |

The Policy details 25 specific requirements which the proposals are required to comply with, we consider those on which we have comments on in turn below: 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework - As per our comments in relation to Policy HR2, additional text should be introduced to allow flexibility in the event the proposals are demonstrated to be unviable. As currently drafted concern is raised that the proposed quantum of affordable housing will render the delivery of the allocations unviable. Our client's will assess this further as part of the emerging detailed proposals for the site. Furthermore, we note that the adopted Cherwell Local Plan requires the provision of 35% affordable housing, as opposed to the 50% proposed in the current consultation document. Whilst it is important that the proposed developments meet the identified needs of Oxford City, they will form part of Cherwell District and as such it is considered that the same approach should be applied to all new developments across the District to form a cohesive approach. Indeed it is noted that no differential in the quantum and mix of affordable housing has been proposed in the West Oxfordshire Local Plan which is currently at an advanced stage in its Examination. Under the currently proposed approach, concern is raised that this will hinder the delivery of the allocated Oxford City sites as clearly the delivery of the sites to meet Cherwell's needs would be economically preferable to developers under the current proposed approach. Concerned is raised as to the impact of 50% affordable provision, at a mix of 80% social rent to 20% intermediate, on the viability of development. Whilst it is recognised that Oxford City has set a 50% affordable target we understand that this is not necessarily being delivered across the City. Importantly the higher level of affordable housing in Oxford City is also reflected in the lower CIL rate charged in the City at £100/sqm. At this stage concern is raised regarding a number of assumptions including site infrastructure costs, abnormal, sales and marketing fees, stamp duty land tax, benchmark land values that have been made.

Changes Sought

Additional text should be introduced to allow flexibility in the event the proposals are demonstrated to be unviable.

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
| 5510 | Comments | | | | | | | |

The Policy details 25 specific requirements which the proposals are required to comply with, we consider those on which we have comments on in turn below: 5. Provision for required emergency services infrastructure - Clearly the provision for emergency services infrastructure is an important requirement for the development of all proposals. This is however a standard requirement, and appropriately covered by buildings regulations, and as such it is not considered that it is necessary for this requirement to be included in the policy wording. The application(s) shall be supported by and prepared in accordance with a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council. Subject to the proposals clearly demonstrating that bringing forward part of the site in advance of the remainder would not prejudice the overall delivery of the allocation, we do not consider the requirement for the Development Brief to be necessary. It is considered that the development management process provides sufficient safeguards to ensure the comprehensive development of the site. The requirement for a Development Brief would result in unnecessary delay in the delivery of the housing on site which is considered inappropriate given the significant and longstanding shortfall in the supply of both market and affordable housing to meet the needs of Oxford City. From the proposed policy wording it is unclear what the process would be for preparing the Development Brief, particularly in respect of public consultation, and ultimately what status the finalised document would have.

Changes Sought

The requirement for a development brief should be removed (this can be addressed through validation requirements instead)

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
| 5511 | Comments | | | | | | | |

The Policy details 25 specific requirements which the proposals are required to comply with, we consider those on which we have comments on in turn below: 9. In light of the above it is considered that this requirement should be removed. Where the subsequent criteria (a to j) identify specific elements which are required to be delivered as part of the proposals, such as the enhanced area of woodland along the south eastern boundary, these should be integrated into the policy wording. It is considered that these changes are required in order to make the policy effective.

Changes Sought

The requirement for a development brief should be removed (this can be addressed through validation requirements instead)

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
| 5512 | Comments | | | | | | | |

The Policy details 25 specific requirements which the proposals are required to comply with, we consider those on which we have comments on in turn below: 10. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), to be agreed with Cherwell District Council - This requirement is more appropriately addressed through the Council's Local Validation List and as such should not be included as a policy requirement. This amendment will allow greater flexibility and ease of updating should the Council's validation requirements alter during the Plan period. / 12. The application(s) shall be supported by a phase I habitat survey including habitat suitability index (HSI) survey for great crested newts, great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of water bodies - This requirement is more appropriately addressed through the Council's Local Validation List and as such should not be included as a policy requirement. This amendment will allow greater flexibility and ease of updating should the Council's validation requirements alter during the Plan period. Furthermore, it is noted from the Preliminary Ecological Assessment at Appendix Three that the site is identified as having potential to support only nesting birds and foraging and commuting bats, along with occasional commuting large mammals. There is limited other habitat on or immediately adjacent to the site that shows potential to support any other protected flora or fauna.

Changes Sought

Remove requirement for BIA and Phase 1 Habitat Survey from policy requirements (these can be addressed through validation requirements instead)

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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|-------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 5513 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
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Comments

The Policy details 25 specific requirements which the proposals are required to comply with, we consider those on which we have comments on in turn below: 13. A Flood Risk Assessment shall be submitted with the application(s)... Residential development shall be located outside the modelled Flood Zone 2 and 3 envelope which extends into the north eastern corner of the site - This requirement is more appropriately addressed through the Council's Local Validation List and as such should not be included as a policy requirement. This amendment will allow greater flexibility and ease of updating should the Council's validation requirements alter during the Plan period. It is however considered that the requirement for residential development to be located outside the areas of Flood Zone 2 and 3 could legitimately be retained and included in the Place Shaping Principles section of the Policy. 14. The application should demonstrate that Thames Water has agreed in principle that foul drainage from the site will be accepted into its network. -This requirement is more appropriately addressed through the Council's Local Validation List, through a requirement for a utilities assessment, and as such should not be included as a policy requirement. This amendment will allow greater flexibility and ease of updating should the Council's validation requirements alter during the Plan period. An acceptable solution would be reached during the determination period of any future planning application and as such this is not considered to be a matter related to the principle of the acceptability of the allocation and should be removed from the draft Policy.

Changes Sought

Remove requirement for FRA and foul water drainage from policy requirements (these can be addressed through validation requirements instead)

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|-------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 5518 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
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Comments

The Policy details 25 specific requirements which the proposals are required to comply with, we consider those on which we have comments on in turn below: 20. The application shall include an Employment, Skills and Training Plan to be agreed with the Council - This requirement is more appropriately addressed through the Council's Local Validation List and as such should not be included as a policy requirement. This amendment will allow greater flexibility and ease of updating should the Council's validation requirements alter during the Plan period.

Changes Sought

Remove requirement for Employment, Skills and Training Plan from policy requirements (this can be addressed through validation requirements instead)

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|-------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 5507 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
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Comments

The need for Green Belt release has been clearly established by the Council as discussed in Section Two of this report. Our client's portion of the proposed allocation was assessed under site reference PR202 in the LUC Cherwell Green Belt Study Part 2 (April 2017). The rep includes a summary of comments from the LUC study and concludes that the "client's site makes a limited contribution to the Green Belt purposes and as such is an appropriate location for the release of Green Belt in order to meet the identified needs for market and affordable housing.

Changes Sought

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|-------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 5392 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
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Comments

We support the proposed allocation of land south east of Kidlington under Policy PR7a of the Plan to meet the unmet needs of Oxford City. Our client has an interest in the northern parcel of the proposed allocation and can confirm that there are no known constraints which would preclude the development of the site. The rep includes a summary of the Council's SA and concludes that "it is clear that the land south east of Kidlington is an appropriate and sustainable location to accommodate development to meet the needs of Oxford City."

Changes Sought

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|--|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|--|

5516

Comments

The Policy details 25 specific requirements which the proposals are required to comply with, we consider those on which we have comments on in turn below: 18. A single, comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement - There is no justification for the requirement for a single application to be submitted for the site. The requirement for a single application is contrary to the reference to application(s) in the majority of the other policy criterion. As with our comments on the Development Brief, subject to the proposals clearly demonstrating that bringing forward part of the site in advance of the remainder would not prejudice the overall delivery of the allocation, we do not consider the requirement for the Development Brief to be necessary. It is considered that the development management process provides sufficient safeguards to ensure the comprehensive development of the site and will be able to secure any necessary financial contributions. The requirement for a single application could result in unnecessary delay in the delivery of the housing on site which is considered inappropriate given the significant and longstanding shortfall in the supply of both market and affordable housing to meet the needs of Oxford City. Furthermore there is clearly no justification as to why an outline scheme is considered preferable to a full planning application. Indeed in some instances a full planning application can be considered preferable given the additional level of detail which would be provided. The Council would be unable to invalidate an application on the basis that a full planning application was submitted rather than outline and similarly would be unable to refuse permission on this basis.

Changes Sought

There is no justification for the requirement for a single application to be submitted for the site. The requirement for a development brief should be removed.

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

5514

Comments

The Policy details 25 specific requirements which the proposals are required to comply with, we consider those on which we have comments on in turn below: 15. The application(s) shall be supported by a Transport Assessment and Travel Plan including ... This requirement is more appropriately addressed through the Council's Local Validation List and as such should not be included as a policy requirement. This amendment will allow greater flexibility and ease of updating should the Council's validation requirements alter during the Plan period. 16. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures - This requirement is more appropriately addressed through the Council's Local Validation List and as such should not be included as a policy requirement. This amendment will allow greater flexibility and ease of updating should the Council's validation requirements alter during the Plan period. A desk-based archaeological investigation has however been prepared in relation to our client's proportion of the proposed allocation site in any event.

Changes Sought

Remove requirement for transport assessment, travel plan and archaeological assessment from policy requirements (these can be addressed through validation requirements instead)

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

5515

Comments

The Policy details 25 specific requirements which the proposals are required to comply with, we consider those on which we have comments on in turn below: 17. The application(s) shall include proposals for securing the long-term use, management and maintenance of the formal sports provision and play areas - This requirement is more appropriately addressed through the Council's Local Validation List and as such should not be included as a policy requirement. This amendment will allow greater flexibility and ease of updating should the Council's validation requirements alter during the Plan period. The requirement for management and maintenance of the sports provision and play areas would in any event be secured through a Section 106 Agreement attached to any grant of planning permission.

Changes Sought

Remove requirement for open space proposals from policy requirements (these can be addressed through validation requirements/S106 agreement instead)

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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| PR-C-1418 | 10/10/2017 | Glenda | Abramson | | | | N | |
|------------------|------------|--------|----------|--|--|--|---|--|

5092

Comments

Is opposed to the proposed Green Belt allocations mainly because CDC has not proved the exceptional circumstances required to build on a GB, nor has it proved Oxford's "unmet need". Use of the GB for development should be the last resort, if at all. The impact of this proposed "sprawl" on the environment would be massive, with extra cars on roads that are unable to sustain what already exists. This is true also of the existing infrastructure as a whole.

Changes Sought

Reasons for Participation

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| PR-C-1431 | 10/10/2017 | Mrs Malini | Perera | | | | N | N |
|------------------|------------|------------|--------|--|--|--|---|---|

5838

Comments

PR32 Flood Report indicates that areas of proposed plot PR7a lie within flood zone 3. The report recommends that development should ideally be restricted to outside modelled flood zone 3 to provide "blue corridors". It is also important to note that these flood maps do not necessarily account for future climate change. The map also does not indicate fields that were historically submerged in water in the heavy rains a few years ago. PR7a indicates that the proposed residential area will lie within flood zone 3 in direct contravention to the flood report.

Changes Sought

Plot PR7a is unsuitable for development. An alternative plot should be identified for the 200 house proposed here.

Reasons for Participation

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4575 | <p>Comments</p> <p>Supports the analysis that there is a close relationship between Kidlington & Oxford & that new homes to the south of the town would be well related to Oxford & help provide for the needs of the city. We agree that is possible to develop to the south of the town whilst maintaining an important GB gap between the two settlements & maintaining the character of Kidlington. Delivery of good public transport, cycle & pedestrian links to the transport hubs (and thereafter on into Oxford) are essential & we welcome the provision for these in the proposed policies.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

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| PR-C-1441 | 10/10/2017 | Katherine | Jones | Savills on behalf of Thames Water | | | | |
| 4599 | <p>Comments</p> <p>The Details of this development have recently been used for the update of Cassington's SOLAR. This growth potential, coupled with the other developments both with Cherwell & West Oxfordshire indicate that this site would be under capacity should all these developments proceed as planned. However, there are larger sites in the area, such as Witney and Oxford STWs that may be able to accommodate the growth. Once the housing requirements & strategy of the LA's & TW are clearer, then this SOLAR is recommended to be updated to reflect the most up to date plans. The wastewater network capacity in this area may be unable able to support the demand anticipated from this development. Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when & how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application. * Thames Water advise that this development site could potentially drain to either Oxford STW or Cassington STW depending on the point of connection. The total development identified in the Kidlington area within the Cherwell development plan may cause concern if all developments were to go ahead. Thames Water would welcome early consultation concerning any proposed development.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

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| PR-C-1449 | 10/10/2017 | Janet | Rowley | WYG on behalf of Barwood Development Securities Ltd | | | | N |
| 5284 | <p>Comments</p> <p>"Barwood Development Securities Ltd support the principle of the allocation Land South East of Kidlington through Policy PR7a for new residential development. They object, however, to numerous elements of the proposed allocation on the basis of their soundness. A number of elements of the policy are neither justified nor consistent with national policy. Generally, the policy is considered to be far too detailed for a strategic allocation, and there is no evidence to suggest that the Council sought to understand the viability implications of numerous of its requirements. Moreover, significant sections of the policy do little more than reiterate the requirement for any future planning application to submit documents which are already identified in the Council's Local Validation List. As noted with the numerous criteria reference above, criterion 21-25 of the policy dealing with place shaping principles seem to do little more than repeat the requirements of earlier criteria and reiterate the Framework requirement that all development should contribute positively towards making places better for people and that good design is a key aspect of sustainable development. Policy PR7a requires a fundamental overhaul if it considered to be sound and to enable the delivery of this important strategic site to meet Oxford's unmet need. Many of the policy criteria are unnecessary and could simply be addressed through a district wide SPD covering the Council's requirements for residential design coding, in any event, much of what is sought through this policy either repeats the content of the Framework or replicates the requirement for documents already established in the Council's Local Validation List for applications.</p> <p>As drafted the policy creates multiple levels of uncertainty, demonstrates no evidence of having been assessed for viability (contrary to Framework para 173) and may substantially delay the delivery of this important site. As noted in the introductory comments, we consider that this policy is unsound as it is neither effective nor consistent with national policy."</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

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| PR-C-1452 | 10/10/2017 | Cllr Emilie | Walton | | | N | N | N | Y |
| 5195 | <p>Comments</p> <p>PR6a, PR6b, PR6c and PR7a: These site are all within one Parish – the Parish of Gosford and Water Eaton. Not once in any of the planning documentation does it mention these sites being within the Parish of Gosford and Water Eaton. It has been referred to as Land East or West of Oxford Road, North Oxford or South East of Kidlington. To be clear, all are within the Parish of Gosford and Water Eaton. We have an identity, we have a community and we deserve to be appropriately recognised! 4400 Homes in the Cherwell District: Of this 4400 figure 1410 is allocated in Gosford and Water Eaton Parish and represents 32% of the total. There are currently 676 dwellings within the Parish so these proposals for 1410 dwellings will lead to a 208% increase in number of houses in the Parish. This is a substantial figure which in my view needs to be fully tested in terms of its impact on the Parish and its residents. I believe that the figure is inappropriate given the impact on existing communities, the environment and transport infrastructure. Was this figure influence by the growth of the University of Oxford? If so, Brexit has already seen a down turn in EU research funding and thus a decline in the level of recruitment. Also the University has called for voluntary redundancies for centrally employed staff so employment growth is not set to grow any further (They are the largest employer in the County). An independent review should be undertaken to reassess the original housing figures.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | |

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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| PR-C-1460 | 10/10/2017 | Chris | Robins | | Y | Y | N | Y |
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5168

Comments

"The proposals for the area south-east of Gosford are timid and uninspiring and fail to makesufficient use of a site that is capable of providing a natural extension to the built-up area ofKidlington and Gosford."

Changes Sought

"A much greater area, approximately 53 hectares in total, should be allocated for development as shown on attached map PR7a. in the original letter. 1,230 dwellings should be constructed on approximately 48.6 hectares of land at an approximate average net density between 35 and 40 dwellings per hectare. A primary school with at least three forms of entry should be provided in a central location on approximately 3.2 hectares of land. A local centre should be provided in a central location on approximately 0.5 hectares of land. 0.7hectares of land should be provided for an extension to Kidlington Cemetery. The area allocated for outdoor sports provision should be relocated as shown on attached map PR6a. in the original letter. To mitigate against possible flood risk a bund should be constructed around the north-eastern boundary of the site from Bicester Road to the existing bridleway overbridge across the A34.This bund should be of sufficient width to accommodate a cycle route. The above cycle route should continue from the south-eastern end of the bund via the route shown on attached map PR7a. in the original letter and thence via a new footbridge and ramp to the cycle park outside Oxford Parkway station, so as to provide convenient pedestrian and cycle access from the new development to Oxford Parkway station and the Park & Ride terminal. From the north-western end of the bund, the cycle route should continue via a toucan crossing and thence via the existing wide verge on the western side of Bicester Road to the Hampton Poyle turn, then via a short stretch of unclassified road to connect with National Cycle Route 51. The area comprising Gosford Farm and Bramley Close will become surrounded on three sides by development as a result of this policy, and should in consequence be removed from the GreenBelt. A small triangle of land adjacent to the development site and between the development site and the A34, shown on attached map PR7a in the original letter, should also be removed from the Green Belt."

Reasons for Participation

"This submission raises an important issue as to whether, in the event of the removal of GreenBelt land being found to be necessary, residential development could be allocated in a differentmanner so as to reduce detriment to the Green Belt and minimise the coalescence of communities."

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| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
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5138

Comments

Incorrect consultation form used. Comments relate to proposed submission plan. PR6a should be removed from the list of potential sites, or at the least the area allocated for housing should not extend north of the track from the A4165 to Frideswide Farm in order to maintain the 'Kidlington Gap'. PR6b should remain a golf course and PR6c be developed for housing instead - again, this would maintain the 'Kidlington Gap'. PR6c is close to the Northern Gateway. Additional housing could be allocated to PR7a and PR7b as high density urban extensions to Kidlington. No further sites at Kidlington should be reconsidered. The area and scale of development proposed for Yarnton on site PR8 would completely change the character of the village, and threaten coalescence with Kidlington. The land take should be pulled back from the railway. If the target 4,400 dwellings cannot be met be increasing densities and additional housing on some other sites, the target should be reconsidered.

Changes Sought

Reasons for Participation

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|------------------|------------|---------------------------------------------------|--------------------------|--|--|--|--|---|
| PR-C-1514 | 10/10/2017 | Councillors Neil Prestidge and Maurice Billington | Prestidge and Billington | | | | | N |
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4767

Comments

We object to policy PR7a, building on both sides of the A34 is totally unacceptable, and would make the coalescence of Oxford and Gosford more likely. The access to the site would be onto the Gosford Link Road, this road is already congested during most of the day. The infrastructure schedule does not address the issue of improvements to this road, there are also no plans to address the high levels of air pollution along the Gosford Link Road, without this the site is not viable. The site has been situated around the new Kidlington Cemetery, this site was put there as a lawn cemetery, this will be ruined if the cemetery is surrounded by housing. One thing that we have seen from the cemetery is that the area is very wet, in order for development to take place a lot of drainage work would need to take place otherwise the site would not be viable.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|------|--|--|--|--|---|
| PR-C-1521 | 09/10/2017 | Alaric | Rose | | | | | N |
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4787

Comments

In favour of a longer term spatial review with ALL authorities cooperating, and with a fully costed and agreed infrastructure plan to prevent landowners and developers shirking their responsibility to the wider area. So agreement with the CPRLP on this Policy, and development on both these sites could reasonably be considered as extensions to Kidlington, securing a permanent green boundary. Whilst their removal from the GB is regrettable, the release could bring long term benefits, offsetting the loss of GB land with a well-integrated village extension of modest scale, compatible with the character of Kidlington. However, the policies need to be amended to require the footbridge link as described in P 5.96. These sites should also be required to contribute to improved access arrangements for Stratfield Brake, which have long been identified as unsatisfactory, necessitating longer journeys along congested roads. A new exit from the roundabout to provide direct access should be part of the plan.

Changes Sought

Reasons for Participation

Add to Key Delivery Requirements
 - Contributions to footbridge link
 - Contributions to improved access to Stratfield Brake recreation and sports grounds

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
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5262

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not “justified” or “consistent with national policy”. This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that “under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan”. The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored “all other reasonable options” &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the “exceptional circumstances” required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC’s approach is predicated on an assumption that “Oxford’s Housing Needs” form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that “the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the ‘best fit’ of local authority boundaries to a functional housing market area.” More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) “it is not the role of, or possible for, the plan to prescribe where people live and work;” and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a “separate five year housing land supply . . . For meeting Oxford’s needs.” This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF’s presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW’s concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a “reasonable option” for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW’s concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish “exceptional circumstances” for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW’s comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed “reasonable alternatives” & therefore cannot be considered to have demonstrated “exceptional circumstances” for the release of all of these sites from the GB. * Combined with the inadequacy of the evidence base, these concerns are amplified by the fact that the Submission Plan appears to prejudge the proposed development strategy irrespective of the evidence base. This is reflected in the fact that the (Executive Summary para xiv) states that the Plan “focusses development on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor” & earlier iterations of the evidence base acknowledged that only sites within two of the nine areas of search have been assessed, * Conversely TW have established that the TW site at Bloxham does form a “reasonable alternative” for development within a sustainable location which is capable of meeting housing need. This is consistent with CDC’s analysis within the HELAA (albeit that TW’s technical analysis is that the site is capable of accommodating a higher level of residential development). * Accordingly the TW site should be allocated for residential development (under this or an additional policy) prior to CDC moving on to consider the need for any Green Belt release. * Without the amendments sought above our clients do not consider that the Submission Plan can be considered “sound”, particularly with regards to being “positively prepared” or “justified.”

Reasons for Participation

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

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| PR-C-1536 | 09/10/2017 | Elizabeth and Tamsin | Leckie | | | | | N |
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5154

Comments

Objections to the Partial Review proposed submission plan as a whole as unsound, not positively prepared, unjustified and unproven. Policy PR7a is unsound, unjustified and unproven. This policy proposes building new housing on site PR7a. . Constraints which should be put on the planned development of site PR7a if the planned development is to go ahead despite the strong arguments against it.

Changes Sought

Reasons for Participation

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| PR-C-1536 | 09/10/2017 | Elizabeth and Tamsin | Leckie | | | | | N |
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5153

Comments

Any new housing built under PR7a on site PR7a should be no more than two storeys high. The new housing should be in keeping with the local context. The Partial Review itself agrees that development should be of ‘exemplar design which responds ... sensitively to the local built ... context’ and that the development on site PR7a specifically should be ‘sensitive to the historic development pattern of Water Eaton Lane. The local context is two-storey housing. Housing on Water Eaton Lane, Beagles Close and Cromwell Way is two storeys only. The Development Brief should stipulate that there be no wriggle-room to build three storeys under the pretext that the windows will be dormer windows. Note that a recent development of affordable housing nearby at Bramley Close on Bicester Road conforms to the local two-storey pattern and has a housing density of 36 dwellings on 0.64 hectares (figure given over the phone by Cherwell Planning Dept. in July 2017). This is a higher housing density than the 35 dwellings per hectare planned for the housing on site PR7a, so it is completely feasible to restrict the new housing to two storeys only. Restricting the number of storeys to two will help to protect properties on Water Eaton Lane from being overlooked and from consequent loss of privacy. Policy PR7a lists as a ‘place shaping principle’ ‘protection of the residential amenities of properties on Water Eaton Lane’. Privacy is an important, much valued amenity. Another important amenity enjoyed by residents in Water Eaton Lane is the present quiet countryside setting with its diverse wildlife, so the plans to put in place ‘green infrastructure’ which ‘protect[s] visual amenity’ (Partial Review p. 77) and enhances the countryside and landscape, specified in PR7a should be put into effect at the earliest stage of any development. Trees and ‘green walls’ take time to grow to a size which genuinely functions as ‘green infrastructure’. Trees and hedges will also help to protect ‘the residential amenities of properties on Water Eaton Lane’ by absorbing some of the increased levels of noise, light and air pollution which will be created by putting new housing on site PR7a.

Changes Sought

Suggestions made in relation to development briefs

Reasons for Participation

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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|------------------|------------|----------------------|--------|--|--|--|--|---|
| PR-C-1536 | 09/10/2017 | Elizabeth and Tamsin | Leckie | | | | | N |
|------------------|------------|----------------------|--------|--|--|--|--|---|

5152

Comments

Object to Policy PR7a's plan to put 320 dwellings on site PR7a as unsound, unjustified and unproven as it will aggravate congestion in an area which already performs very poorly on traffic congestion. It will worsen already serious rush-hour traffic problems around the Kidlington Roundabout to gridlock point and lengthen traffic jams down both the Bicester Road and the Oxford Road into Kidlington. The increased traffic will worsen air pollution problems in an area close to air quality management areas. Air pollution levels are already over the legal limit at the crossroads where Water Eaton Lane meets the Bicester Road. Measures to mitigate these congestion problems mentioned in PR7a paragraph 15 (Partial Review p.109) are mere wishful thinking as no proper funding sources have been identified. Schools and health services in Gosford and Kidlington are already overstretched. Object to PR7a's plan to put housing on the part of PR7a which is meadow land abutting the cemetery on the south and east borders of the cemetery. Cemeteries are best situated in a quiet, pastoral setting to respect the need of the bereaved for space for undisturbed contemplation. High-density housing and noisy sports pitches would be inappropriate near the cemetery. No vehicular access to Water Eaton Lane from site PR7a. If PR7a goes ahead despite its unsuitability, there should be no vehicular access onto Water Eaton Lane from the proposed new housing on site PR7a. Water Eaton Lane is a popular leisure resource for local dog walkers, nature enthusiasts, country walkers, runners and cyclists because it is a quiet, leafy lane leading to countryside paths. The lane is a cul-de-sac and for most of its length it is single track only. People often walk or run in the middle of the road, enjoying the rural ambience. This rural ambience gives people respite from the stressful noise and bustle of the urban environment. The lane cannot and should not accommodate extra traffic from a housing development of 320 dwellings. Furthermore, it would not be safe to add traffic from the new housing onto Water Eaton Lane because air pollution levels at the crossroads where Water Eaton Lane meets the Bicester Road are already over the legal limit. The issues of waterlogging, surface-water run-off and the unknown extent of land drains on the fields of site PR7a coloured pink for housing development (see Partial Review inset Policies Map p. 106) must be taken seriously by planners and developers. Concreting over agricultural land can aggravate problems of waterlogging and surface water run-off. Several properties on Water Eaton Lane, including our own, have ditches and/or drainage channels that protect our gardens and properties from current levels of run-off, but developers cannot be allowed to rely on residents' pre-existing provisions. Developers will be responsible for any aggravation of these problems. Planners must ensure that the Development Brief contains adequate safeguards and stipulations because a situation where development creates increased levels of surface-water run-off is unacceptable. The Flood Risk Assessment to be submitted under PR7a paragraph 13 should involve genuine, detailed, on-the-ground investigation including speaking to local residents who can contribute first-hand knowledge. Planners must also take seriously the issue of the development activity disturbing land drains in the field which abuts the south and east boundaries of the cemetery, not least because of the proximity of the cemetery!

Changes Sought

Reasons for Participation

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|------------------|------------|----------------------|--------|--|--|--|--|---|
| PR-C-1536 | 09/10/2017 | Elizabeth and Tamsin | Leckie | | | | | N |
|------------------|------------|----------------------|--------|--|--|--|--|---|

5151

Comments

Object to Policy PR7a's proposal to build new housing on the part of site PR7a marked pink for housing development on the inset Policies Map PR7a (p 106 Partial Review) as unsound and unjustified because this area is prone to waterlogging and some surface-water run-off in winter. Concreting over this area would aggravate run-off problems on adjoining lower-lying land in Water Eaton Lane and Beagles Close. It could also cause problems for new properties on site PR7a. The field at the north end of site PR7a abutting Beagles Close to the north and the copse on Water Eaton Lane to the east gets heavily waterlogged in winter and indeed the north-easternmost corner of this field is in flood zone 3. The next door field, (the one in site PR7a which abuts the southern and eastern boundaries of the cemetery) is also prone to waterlogging. Local residents speak of graves in the cemetery being full of water this winter (winter 2016-2017) even though it was a comparatively dry winter. Locals of long residence say that there are field drains in this field. Building over these field drains or destroying them in patches where foundations are laid could lead to additional water drainage problems both for the new housing and for properties in Water Eaton Lane. It could also lead to groundwater pollution. Government guidance about preventing groundwater pollution from cemeteries and burials states that 'a burial site must be ... at least 10 metres from any field drain, including dry ditches'. It must also be 'at least 30 metres from any spring or watercourse not used for human consumption or not used in food production.'

Changes Sought

Reasons for Participation

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|------------------|------------|----------------------|--------|--|--|--|--|---|
| PR-C-1536 | 09/10/2017 | Elizabeth and Tamsin | Leckie | | | | | N |
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5150

Comments

Object to Policy PR7a as unsound, unjustified and unproven. The development of this site would be unsound and unjustified as it would violate a crucial function of the Green Belt: prevention of the merging of neighbouring towns or coalescence of settlements. This site is very important in maintaining a gap between Oxford and Kidlington. The Oxford Green Belt Study 2015 rated the site as performing this Green Belt function well. The site was rated 'high', in that it 'prevent[s] merging or erosion of the visual or physical gap between neighbouring settlements'. The study noted that the site 'has a sense of openness' and stated that 'loss of openness would substantially reduce the physical gap between Kidlington and Oxford as experienced when travelling along the A4260 or A4165' (NB the site is denoted K15 in the Oxford Green Belt Study, but is exactly the same site as the site denoted PR7a in the Partial Review.) The Oxford Green Belt Study's points about 'openness' and the prevention of coalescence apply to the whole site. The whole site must be kept as Green Belt to give the necessary gap between settlements. It is important that settlements retain their separate identities as this fosters a sense of community and social cohesion. The Partial Review of the Cherwell Local Plan itself states that 'protecting the identity of individual settlements is an important aim of the Local Plan.' Space between urban areas is important in reducing the mental stress caused by urban noise, busyness and pollution, whether for local residents or for non-locals visiting or passing through. Loss of the Green Belt function of safeguarding the countryside. Object to Policy PR7a's plans to develop site PR7a as unsound and unjustified because this site is a valuable area of Green Belt countryside. The Oxford Green Belt study rated the site as 'medium' in performing the Green Belt function of 'safeguarding the countryside from encroachment'. Most of the site is meadow land, a pastoral area of quiet and greenness which is pleasing to look upon and which provides a habitat which supports a diverse range of flora and fauna and animals. Putting 'outdoor sports provision' or sports pitches on the southern part of the site does not amount to 'safeguarding' a portion of 'countryside'. PR7a itself concedes in this context that 'sports pitches' have an 'urbanising influence' which would need 'minimising'. object to housing development on site PR7a as unsound and unjustified because this site is not a suitable site for integration into the existing settlement. The Cherwell District Council Strategic Housing Land Availability Assessment 2014 (SHLAA 2014) rejected parts K1097 and K1102 of site PR7a as unviable. These sites were rejected for development on the grounds that each of these two sites 'is removed from the built up area of Kidlington by the severance of A460 Bicester Road and therefore is not considered to represent [a] suitable site that could be integrated into the existing settlement.'

Changes Sought

Reasons for Participation

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|------------------|------------|-------------|------|--------------------------------------------|---|---|---|---|
| PR-C-1542 | 10/10/2017 | Cllr Andrew | Gant | Oxford City Council Liberal Democrat group | N | N | N | Y |
|------------------|------------|-------------|------|--------------------------------------------|---|---|---|---|

4846

Comments

Considers that both CDC statements "considered reasonable alternatives" and that it has demonstrated "clear, exceptional circumstances for development within the Oxford GB" are unjustified, non-compliant and unsound as a result. "Reasonable alternatives" must include sites which are within reasonable commutable distance of Oxford but avoid the coalescence of Oxford and Kidlington and northward urban sprawl of Oxford, as required by the NPPF. This must mean that, for example, the Shipton Quarry site is appropriate to meet Oxford's housing need. Similarly, building on both sides of Oxford Rd (policies PR6a and PR6b) clearly breaches the NPPF requirement that settlements must not coalesce. The alternative site at Frieze Way, currently allocated as a replacement golf course, would not have that effect. These alternatives have not been sufficiently considered. Oxford City Council has re-stated the legal definition of GB that among its principal characteristics are "openness" and "permanence" The Council is right to do so. This is not consistent with the assumptions in this plan. We do not believe an "exceptional need" has been demonstrated to justify the breach of GB principles in the way the plan does. The need could be accommodated with far less damage to the GB by better and different use of some of the allocated sites, and by more consistent consideration of alternatives. Without such consideration, the plan is procedurally non-compliant, legally non-compliant with definitions of GB, and unsound in its consideration of alternatives.

Changes Sought

Reasons for Participation

A fundamental review of site allocations is required, acknowledging that Green Belt must remain open and permanent, as required by the NPPF. Alternative sites within "easy commutable distance of Oxford" which do not cause urban sprawl or coalescence should be more proactively considered.

To ensure full representation of the views and concerns of local people by their elected representatives

Proposed Submission Plan - Policy PR7a - Land South East of Kidlington

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| PR-C-1559 | 09/10/2017 | Edith | Sim | | | | | | |
| 5006 | Comments | | | | | | | | |
| <p>Objections specifically for zone PR7a, between Kidlington and Water Eaton Lane</p> <p>1 The field around and south of Kidlington cemetery floods nearly every winter. Lives in a house overlooking these fields, so have observed it directly for 25 years. The field is several feet lower than the main traffic road (Bicester Rd, C43) on its western boundary so drainage will be a problem. The new cemetery in this area has been out-of action at least once because of high water levels preventing burial. Building houses here will cause water run-off and flooding to existing houses in the southern half of Water Eaton Lane. These houses have no mains drainage (sewers), so flooding is a serious health risk. Local ditches which carry water away under the A34, will not cope with extra run off from a substantial built-up area. These ditches are mainly on private land and therefore ensuring that they are regularly cleared is a matter which needs to be addressed even as it stands. With additional housing this will be exacerbated.</p> <p>2 Was told at a local meeting that this area PR7a had been chosen in preference to the land east of Water Eaton Lane, because the land to the east was less at risk of flood. This is not true. As noted above, have lived on Water Eaton Lane for 25 years and observe these fields every winter. Both suffer from flooding.</p> <p>3 Wildlife: There are many bats at the south and east boundaries of this area, and also several badger families. The amphibian population in the fields is also very high and a survey would be required to establish the range of species present. Since great crested newts have been found on local land it would need to be ascertained that these were not present.</p> <p>4 The proposed sport or recreational area to the south of PR7a is in an area which floods regularly, especially near to its boundary with the A34. Road noise from the A34 is very unpleasantly loud in this area, which will disrupt sporting activities and discourage leisure use</p> <p>5. There is evidence of flooding in that the existing footpath from the south end of Water Eaton lane to the railway station which runs close to the A34 is already impassable for several months every year because it is under about 15cms of water. Any extra housing would make this situation worse.</p> | | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | |

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| PR-C-1566 | 10/10/2017 | Omattage G | Kumara | | | | | | N |
| 4906 | Comments | | | | | | | | |
| <p>Objection to the Policy PR7(a) to build 230 dwellings on land south east of Kidlington. The development brief is not at all clear in respect of proposals to deal with additional surface water run off that will further aggravate the current surface water flooding in Water Eaton Lane, the traffic congestion at peak periods on Bicester Road and source of funding for adequate development of infrastructure. There are only statements but no defined process towards achieving these requirements and other delivery requirements. It is further noted that the proposed development lies within flood zone 3 (evidence based report from Thames Water). The report says that development ought to be restricted to outside of this zone.</p> | | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | |

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| PR-C-1578 | 09/10/2017 | Robert B | Sim | | | | | | |
| 4921 | Comments | | | | | | | | |
| <p>Objections specifically for zone PR7a, between Kidlington and Water Eaton Lane() The field around and south of Kidlington cemetery floods nearly every winter. I live in a house overlooking these fields, so I have observed it directly for 25 years. The field is several feet lower than the main traffic road (Bicester Rd, C43) on its western boundary so drainage will be a problem. The new cemetery in this area has been out-of-action at least once because of high water levels preventing burial. Building houses here will cause water run-off and flooding to existing houses in the southern half of Water Eaton Lane. These houses have no mains drainage (sewers), so flooding is a serious health risk. Local ditches which carry water away under the A34, will not cope with extra run off from a substantial built-up area. These ditches are mainly on private land, and local owners will have to be consulted about rebuilding drainage ditches. 2 I was told at a local meeting that this area PR7a had been chosen in preference to the land east of Water Eaton Lane, because the land to the east was less at risk of flood. This is not true. As noted above, I have lived on Water Eaton Ln for 25 years and observe these fields every winter. Both suffer from flooding. 3 Wildlife: There are many bats at the south and east boundaries of this area, and also several badger families. 4 The proposed sport or recreational area to the south of PR7a is in an area which floods regularly, especially near to its boundary with the A34. Road noise from the A34 is very unpleasantly loud in this area, which will disrupt sporting activities and discourage leisure use</p> | | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | |

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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| PR-C-0262 | 10/10/2017 | Richard | Pye | | | N | | N | | N | | Y |
| 5575 | Comments | | | | | | | | | | | |
| <p>The following section provides a response to elements of the Proposed Submission Plan (PSP) that relate to the sites included in Policies PR6 to Policy PR10 inclusive. The section also covers the Sustainable Transport strategy and Oxfordshire Infrastructure Strategy as covered by Policy PR4 and PR11. Evidence base documents reviewed. Detailed comments provided on: Location of site relative to the employment centres of Oxford, cycle and walking, Rapid Transit system, reliance on buses, return journeys from Central Oxford, commuter inflow patterns in Oxfordshire, review of RAG matrices, unfunded Transport Strategy, safety, loss of green space.</p> | | | | | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | | | | |
| <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> | | | | <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | | |

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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| PR-C-0274 | 29/08/2017 | Mrs Rena | Ireson | | | N | | N |
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861
Comments

Strong objection to further housing on GB in Kidlington, especially PR7b. Loss of delightful green and peaceful outlook. If GB land is sacrificed it will never be green ever again. Kidlington is classified as a village. Its facilities and amenities which will be inadequate for large influx of people into the area. Struggling underfunded schools, surgeries and policing will deteriorate and become inadequate. Reduced standard of access to public services. It is totally unacceptable. Extra traffic would be problematic adding to the already local gridlock and congestion. New road networks would be required. Parking would also be an extra problem as there are scant parking facilities in Kidlington. Where is the funding coming from to pay for all this building? The Kidlington area will be covered with bricks, concrete and tarmac.

Changes Sought

Reasons for Participation

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| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | | Y | Y | Y |
|------------------|------------|--------|-------|------------------|--|---|---|---|

899
Comments

Historic England welcomes the linking of the development of this site to the opportunity to renovate the Grade II listed Stratfield Farmhouse, the recognition of the contribution of the historic orchard to the setting of the farmhouse and the intention to preserve and enhance the Oxford Canal Conservation Area in paragraphs 5.94, 5.95 and 5.96 as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework.

Changes Sought

Reasons for Participation

Why does paragraph 5.96 does not include a reference to the retention and renovation of Stratfield Farmhouse and the protection of its historic setting?

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| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | | Y | Y | Y |
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898
Comments

Historic England welcomes the reference to the protection of the Grade II* listed St Frideswide Farmhouse in paragraph 5.80 as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework.

Changes Sought

Reasons for Participation

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| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | | Y | Y | N |
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907
Comments

The site "Land at Stratfield Farm" includes the Grade II listed Stratfield Farmhouse and abuts the Oxford Canal Conservation Area to the west. We previously commented "This is one of a number of proposed sites containing or near to isolated listed farmsteads, which would be surrounded by development if these sites were allocated, which in turn is likely to have a major impact on their significance. Their historical interest is often bound up in the relationship with the land from them and their aesthetic value is often enhanced by an isolated rural setting." We suggested that "an analysis of the impact of development on the significance of the farmstead is undertaken and feeds into the consideration of any sites taken forward. Any development of this site should retain the Farmhouse and have regard to its setting and that of the Conservation Area, with reference to the conservation area character appraisal." Historic England therefore welcomes and supports requirements 10(e), 24 and 27. We also welcome requirement 12 (c). However, for these requirements to be effective as regards the farmhouse, the further analysis of the impact of development on the significance of the farmstead that we previously suggested needs to be undertaken. Ideally, this should have been undertaken already as part of the evidence base of the Plan in order to justify this policy, but we see that the Council has elected instead to require a Heritage Impact Study from a future developer which will "include measures to avoid or minimise conflict with the identified heritage assets within the site" as requirement 17 of Policy PR7b. We also note that requirement 18 is for a desk-based archaeological investigation which may "then require predetermination evaluations and appropriate mitigation measures" as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework. Such an approach is less satisfactory in providing certainty to a developer of the developability of the site. Also, more critically, requirements 17 and 18, as drafted, only requires the Heritage Impact Assessment to include mitigation measures and only notes that the archaeological investigation may require predetermination evaluations and appropriate mitigation measures respectively. It does not require these measures to be incorporated in or to influence the actual development scheme. The policy therefore provides inadequate protection for potential archaeological remains on the site. As the Council will be aware, paragraph 126 of the National Planning Policy Framework requires local planning authorities to recognise that heritage assets are an "irreplaceable resource" and "conserve them in a manner appropriate to their significance". Paragraph 129 notes that the significance of a heritage asset can be affected by development affecting its setting. Historic England therefore considers that Policy PR7b as written does not conform with the Framework and thus is not sound.

Changes Sought

Reasons for Participation

Requirement 17 of Policy PR6a should be reworded as follows: "17. The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Grade 2* Listed St Frideswide Farmhouse. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme." Requirement 18 should be reworded as follows: "18. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme". (Discussions with the Council are ongoing at the time of submitting this representation, but early indications are that the Council will consider rewording these requirements as suggested as minor modifications. If it was to do so, Historic England's objections to these requirements would be overcome).

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| PR-C-0306 | 10/08/2017 | Anthony | Hall | | | | | N |
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917
Comments

Key Delivery Requirements' on all these policies are nothing more than a fig leaf. It is perfectly obvious the developers will agree to some or all of them and then will renege on them. This always happens. 50% affordable housing will be thrown out of the window as it has been in Templars Square where 50% has magically transformed into 23%. Similarly, developers never actually deliver infrastructure like schools, community centres or roads that are wide enough. The 'Place shaping principles' in these policies are valueless: there are no measure by which they might be enforced. How can one tell, for example, whether an extension "responds to the 'gateway' location of the site". It's gobbledegook. PR11: This is completely empty. 'Working with partners' does not guarantee anything except that you have no control over the outcome. Nor does 'setting out the Council's approach'. Its all very well having the development proposals demonstrate that infrastructure requirements can be met - it does not mean they will be met.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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| PR-C-0319 | 04/09/2017 | Mrs Philippa J | Nelson | | | | | | N |
| 941 | Comments | | | | | | | | |
| In all probability, the proposed developments on sites PR6 and PR7 will, given their proximity to Oxford Parkway station, simply attract commuters to London. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0327 | 08/09/2017 | Wendy & John | Castle | | | | | | N |
| 963 | Comments | | | | | | | | |
| Concerned about the implications of the projected growth of Kidlington. The Village would potentially merge with Yarnton and Begbroke and become a suburb of Oxford. The majority of the clusters of employment within Oxford are not located in the northern section of the City. Therefore, it seems unjustifiable that a village to the north appears to be the main target area for the City's housing demands. In order to get from Kidlington to Cowley or Headington potential workers would need to circumvent the City or drive through it. Either way it would add unnecessarily to the traffic congestion. It is unlikely that the provision of more housing in Kidlington will alleviate the housing needs of Oxford City. Kidlington, especially since the opening of Oxford Parkway station, has increasingly become part of the expanding commuter belt for people who work in London. The argument that it will provide accommodation for people working in Oxford is not substantiated as a high percentage will be to accommodate London commuters. Many of the existing properties in Kidlington, particularly those at the lower end of the housing market, are already in the hands of 'Buy to Let' landlords charging extremely high rents. They are therefore well out of the reach of first time buyers or for rent by anyone earning the National Average Wage. It is extremely unlikely that any additional accommodation built in Kidlington will come under the category of 'Affordable' housing. Kidlington already has severe traffic problems. The proposed additional housing would greatly increase the amount of traffic using these roads. Anyone travelling to or from Oxford during peak hours is only too aware of the present long queues through Kidlington and any further increase in the number of dwellings would result in complete traffic chaos. The development of the identified Kidlington sites would have an immense and detrimental impact on the local educational, shopping, dental and medical amenities which are already extremely stretched. There are also completely inadequate facilities for the existing children and young people in the area. The proposed increase in households would result in a corresponding increase in the number of young people needing to use the sparse facilities available and a likely increase in the problems associated with anti-social behaviour. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0327 | 08/09/2017 | Wendy & John | Castle | | | | | | N |
| 5157 | Comments | | | | | | | | |
| Concerns on the areas designated as PR7a, PR7b and PR8. These proposed developments would join up the present villages of Begbroke, Yarnton and Kidlington. The total number of houses that are proposed to be built appears to be a total of 2280, of which 1950 are located on land to the east of the A44. These constitute an extreme over development and would cause havoc to the road, school and medical facilities. It appears that the plans for PR7a and PR7b (Kidlington) do not have provision for additional educational and medical facilities. Cannot envisage how a further 330 households are to be incorporated into the existing schools and GP surgeries. These are already extremely overstretched and the wait to secure an urgent GP appointment is 3 to 4 weeks, with 4 to 6 weeks for more routine matters. The plan for PR8 to support 1950 additional households is not viable. Notes that the plan includes 2 primary schools, a secondary school and a local centre to include shops and medical facilities. However, past experience shows that these aspects of a development scheme frequently 'fall by the wayside' and do not materialise. What usually happens is that the houses are built and occupied long before the infrastructure is developed. The community is left to try and absorb the additional demands and this puts a tremendous strain on the existing and new communities. There is also the extreme difficulty in attracting GP and teaching staff to move into the area. It is unclear which village would be expected to provide the educational places and medical support when these new houses are occupied. Suggests that as Kidlington is the larger village it would be expected to pick up the surplus. Notes that 50% of these new houses are designated as 'affordable housing'. What affordable housing means is subject to speculation and these are likely to become 'buy to let' or to provide homes for London commuters. In these cases are there stipulations that they must be allocated to local people? This proposed development is not a realistic requirement and is unsustainable. Not only would the infrastructure be completely overwhelmed but we do not believe that improvements could, or would, be made to even partly cope with the demands this would make on the area. The already severe traffic problems would escalate with schools, dental and GP services being completely swamped. Concerns regarding the proposed development of Cowley Barracks to provide student accommodation. If Oxford City is desperate to supply additional housing surely they could 'compulsory purchase' the site and provide at least some of the housing they require. This would also be close to the major employment areas. Opposed to the Green Belt being eroded. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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|------------------|------------|-----|--------|--|---|---|---|--|
| PR-C-0496 | 01/10/2017 | Ben | Clarke | | N | N | N | |
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1182

Comments

Thoroughly dismayed to see the plans to potentially develop on this crucial piece of greenbelt land between South Avenue and Stratfield Brake Sports Ground. This proposed development would destroy an essential wildlife corridor. Strongly believe that this type of greenbelt land is exactly what gives Oxford and Kidlington their character and helps to prevent endless urban sprawl with traffic congestion, limited green space, no wildlife and high pollution (air quality, noise and light). The proposed developments on greenbelt land in PR7b and PR6c (plus PR7a, PR6a and PR6b) mean that the village of Kidlington would merge with Oxford city and the village of Kidlington would therefore be lost to become a residential suburb of Oxford city. The traffic levels on the A4165 from Kidlington to Summertown are already very bad, with very high levels of congestion. This road cannot cope with additional commuters into Oxford (which is what PR7a and PR7b would lead to) and the extra pollution caused would adversely affect the wildlife and biodiversity in this precious area of greenbelt land. Reconsider the plans to build on the precious corridor of greenbelt land in PR7b and propose more suitable alternatives such as brownfield sites and areas adjacent to Oxford city itself it is fundamentally wrong that the character of this peaceful village should be destroyed to meet Oxford city's 'unmet need'. Specific details of disagreement with:10 (b) 'Points of vehicular access and egress from and to existing highways with at least two separate points: first, from the Kidlington Roundabout junction, and second, from Croxford Gardens.' Strongly object to a vehicular access point from Croxford Gardens. Why is this necessary? It will lead to an increase in pollution (air, noise, light) in the Garden City area of Kidlington village for no obvious reason since there are not any major shops, businesses or facilities in this area. A single direct access point from Kidlington roundabout would be more appropriate although, this roundabout would become an accident hotspot owing to its complexity so this is another reason why the proposed development plans for PR7b should not proceed. 10 g) 'The maintenance and enhancement of the protected trees, existing tree lines and hedgerows'. The plan does not specify what this means. What does 'enhancement' mean? Strongly object to any changes to this greenbelt land. 12 (i) 'Measures to minimise light spillage and noise levels on habitats and wildlife corridors including to maintain connectivity for nocturnal species in an east-west direction'. What are these 'measures'? The creation of 100 houses, along with the associated traffic, air pollution, light pollution and noise pollution will have a devastating impact on this wildlife and the biodiversity present. Overall, the devastating impact of policy PR7b on precious wildlife habitat and biodiversity, along with the accompanying increase in pollution (air, light, noise) and increase in road traffic congestion, for the sake of 100 houses, means that policy PR7b cannot be considered a sound, justified plan given the available alternatives.

Changes Sought

It is wrong for the council to focus on providing more housing for Oxford. Instead, believe the council should be focusing its efforts on Banbury, Didcot and particularly Bicester - by making these places more attractive to businesses and residents, there will be less demand for housing in Oxford. More focus should be spent on ensuring that Oxford (and Banbury, Didcot and Bicester) can meet their own needs. The following alternatives would be far more appropriate: Focus on distributing businesses more evenly throughout the county. If land that is earmarked for businesses within Oxford city is used for housing instead it would help solve the 'housing crisis'. Any new 'affordable' housing efforts should focus on Oxford since this is where the 'crisis' resides. Using land within Oxford city or, if necessary, adjacent to the South or West of Oxford city would be a much better option because it would not destroy precious wildlife corridors; it would have a lesser impact on pollution levels (because commuters could walk or cycle to work AND, even if they use cars, their journeys would be shorter leading to less pollution); and it would prevent the urban sprawl of Oxford city into Kidlington village. Build houses at a higher density in appropriate locations. would not be appropriate to build housing at a high density in PR7a or PR7b because this would be very much out of character with the surrounding housing in the village of Kidlington and it would have an even more devastating impact on the local wildlife (both biodiversity and corridors); however, it would be appropriate in a city. PR6C: there does not need to be a replacement golf course. There are a great many other golf clubs/courses in the Oxfordshire area. The sensible option would be to use PR6C to assist with Oxford's 'unmet housing need' and spare the precious greenbelt land in PR7b and PR7a (this option would protect greenbelt land; protect a valuable wildlife corridor between Kidlington and Stratfield Brake; reduce pollution [air, light, noise] and congestion [because people living in PR6C could more easily walk/cycle to work in Oxford city]; protect the character of the village of Kidlington; and presumably save money). Government policy states that development in the green belt should be a last resort when there are no alternatives. Do not believe that the council is adhering to this policy - there ARE alternatives to building on the greenbelt land in PR7b so this precious greenbelt land should not be destroyed in these circumstances.

Reasons for Participation

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| PR-C-0510 | 08/10/2017 | Rachel | Walton | | | | | N |
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1220

Comments

GB is designed to protect from overdevelopment. If PR6 and /or PR7 are permitted, Kidlington, Yarnton and Begbroke will become victims of urban sprawl and become a suburb of Oxford. This GB should not be sacrificed as it will irrevocably damage the countryside, wildlife and biodiversity of North Oxfordshire, reducing quality of life for local residents.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|---------|--|---|---|---|---|
| PR-C-0535 | 05/10/2017 | Donna | Bennett | | N | N | N | Y |
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1313

Comments

This is a strong GB area of natural beauty and historic potential. Housing development would encroach upon the nearby reservation. The desire to build 100 homes on it is suspicious and the small number of houses intended would likely increase. Using this GB space up would needlessly and only at the best temporarily solve the growing housing need. It is not a convincing solution. Consistent with National Policy? This plan puts the reservation area at risk for future development and inevitable shrinkage. The old farm house in this area should be preserved and perhaps looked into becoming part of the current reservation areas. It would be more reasonable to look at increasing the green space of this reservation area not decrease its wall from urban overspill. Decision making by any parties that stand to profit from the success of this planning on this protected GB space should be forbidden. GB space is labelled as such to cap the area from inevitable demand of expansion even in so called extreme cases. This development plan is exploiting the natural wildlife, views and historic value for property investment. It has no sensitivity or concern for GB policies or the quality of life for current and future inhabitants.

Changes Sought

Changes to Plan 7b - so that it is more legally compliant and sound. 1. If using our GB areas is truly the only option for development then Cherwell should decline and point to other solutions such as a. Brownfield sites within Oxford or further out. b. Current and numerous vast amounts of land either being reserved for commercial use (much of it not looking very utilised or successful). 2. The decision making process should be ultra-sensitive and rigid to the aesthetics at risk. 3. This area should be expanded as a reservation and historic area in compensation to the fact that new housing developments are likely to occur. 4. The decision making process for this area should be ensuring the aesthetics, enhancement and protection of it are paramount with the rigidity to only accept plans of which would increase its green space.

Reasons for Participation

I am a concerned as a long time resident that these plans will affect. I am also aware and understand these plans and their implications involving both current and future residents. I strongly believe I am competent and justified to be involved in ensuring that alternatives, and fair compromises are met

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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|------------------|------------|-------|----------|------------------|--|--|---|---|
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1429

Comments

GB: CONCLUSIONS: 1. Government Policy and the Public Interest both require the GB to be permanent unless truly exceptional circumstances necessitate consideration of release. 2. Oxford unmet need is not an exceptional circumstance, firstly because it has not been defined and secondly because there are ample reasonable alternatives to accommodate it. 3. The LUC GB study was conducted on flawed principles and should be given little weight. 4. Cherwell have cited no other exceptional circumstances which hold any water – and their primary arguments – proximity to Oxford – is in fact a key argument for GB retention rather than release. 5. If at some future time an Oxford “unmet need” has been shown to exist and satisfactorily quantified, and if that requires any allocation to Cherwell, there are alternatives available to the District other than releasing GB land and therefore none should be released.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1428

Comments

THE GB STUDY No great weight should be given to the LUC GB Study. Its purpose was not to determine whether any of the GB made no, or an insignificant contribution to, the purposes of the GB since clearly all of the GB land contributes, and the loss of any would be harmful. Rather, in its own words, the GB Study has been commissioned by Cherwell District Council to assess the suitability of the strategic sites being promoted for development against the five purposes of the GB. In other words the sites had been pre-selected, as we showed above, in the face of GB policy, and targeting the most fragile point in the entire Oxford GB. LUC continue The considerations that will determine the most appropriate scenario, or combination of scenarios, will largely relate to the existing or potential environmental qualities and value of land, and to the sustainability of residential development. This will enable Cherwell District Council to consider whether there are ‘exceptional circumstances’ (under paragraph 83, NPPF) to justify altering GB boundaries through the Local Plan process, i.e. to enable existing GB land to contribute to meeting Oxford’s unmet housing need. That is, value is not primarily judged against GB purposes at all, but against environmental ones, and the sustainability of the land for housing development. LUC found that Release of areas identified as making a low contribution to GB could provide only 5.8ha of potential development land (4.13). Release of areas identified as making a low or low-moderate contribution to GB could, subject to consideration of cumulative impacts, provide 34.6ha of potential development land(4.14). Release of areas identified as making a low, low-moderate or moderate contribution to GB could, subject to consideration of cumulative impacts, provide 166.7ha of potential development land (4.15). Although as noted above, the judgment was largely not on GB grounds, moderate harm was considered acceptable in order to release a larger amount of land. LUC acknowledge that release of fragile GB 4.16 GB that occupies only a small/narrow area between separate urban settlements will tend to rate highly in terms of its role in preventing settlement coalescence. This exactly describes the land chosen for release; but LUC went on. However, if environmental assessment determines that this land lacks significant value then a case could be made for accepting the coalescence, or near-coalescence, of settlements in order to maximise the scale of development in one area. That is the, subjectively assessed low environmental value trumps urban sprawl and severe coalescence, the two founding principles of the GB. Further, they have targeted the very point at which the GB is already narrowest – the Kidlington Gap between Kidlington and Oxford – for release, directly creating the coalescence of two distinct settlements (It is material that Oxford itself is proposing to breach that same area from the South with a proposed development of St Frideswide Farm). The sites concerned are all at the exact point in the GB where coalescence of settlements (Oxford and Kidlington) is most threatened, with the built areas separated presently by a few fields. The proposed GB reviews, together with the release of the Parkway Station and Park and Ride would effectively merge the two settlements. Although Kidlington (population 13,000, 2011) is statutorily a village, it is larger than many towns, notably Thame (11,600) and Henley (11,700) in Oxfordshire.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1423

Comments

The NPPF states that one of its Core Planning Principles (para 17) is to take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the GBs around them, and noting (at para 79) that the fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open. Paragraph 83 states that once established, GB boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. The recent Housing White Paper, clarifies what the steps before a finding of “exceptional circumstances” should be, when local authorities can demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements. Amongst these “reasonable options” which Local Authorities must demonstrate they have considered before there can be the “exceptional circumstances” required for review/release of GB land are: • making effective use of suitable brownfield sites and the opportunities offered by estate regeneration; • the potential offered by land which is currently underused, including surplus public sector land where appropriate; • optimising the proposed density of development; and • exploring whether other authorities can help to meet some of the identified development requirement. Although not yet law, the White Paper illustrates how high the hurdle for exceptional circumstances must be, given that the NPPF’s “fundamental aim is keeping GB land permanently open”, and the need to show there are no “reasonable options” before considering GB release.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1427

Comments

DUTY TO CO-OPERATE - The SHMA is explicit that Authorities are not expected to meet OAN (Objectively Assessed Need) in full if e.g. it would necessitate Green Belt development. It has been the unforced choice – not the requirement – of Oxfordshire’s Councils to agree to meet the SHMA need in full despite wide swathes of Oxfordshire being GB and AONB. It is therefore incumbent on Councils to take on each others’ “unmet need” if it would otherwise require GB land to be released. As shown, Oxford’s unmet need is very far indeed from being quantified or crystallised, but, if it were, it would be the duty of other Councils to assist Cherwell in meeting its part of that need without releasing GB land, not least by assisting Cherwell to understand how to do so within its own borders. There is no evidence that this has been attempted. Finally, the new OAN calculation proposed by the Government during the consultation defines “need” as the figure shown in the Government’s own tables on household projections. This is overlaid in the proposed calculation with an arbitrary (and ill-conceived) uplift intended to reduce house prices. It is also accepted that local authorities may if they wish further inflate their housing targets to provide further economic growth than that already included in the government’s base tables. However, it is submitted that these latter two elements cannot be defined as “need” and neighbouring Councils have no duty to co-operate in meeting them.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N

1426

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT (continuation)
 c. Even if there were no reasonable alternative sites, and even if densities on allocated non-GB sites could not be increased, the release of GB land could be substantially reduced. The total GB land proposed to be released is 264 ha. 10 hectares is proposed to be released for the station and Park and Ride, which already exist on GB land. There is no obvious rationale for the release. The net GB land to be released for housing is 254 hectares However within this area only 153 hectares is proposed to be actually used for housing, with the rest being allocated for sport, nature, agriculture etc., all legitimate GB uses. On the residual land 3990 houses are proposed at a density of 26 dph (although an average of 34 is claimed in the Plan). If build densities were increased to urban levels – the Council’s stated Policy is to treat these incursions for Oxford’s unmet need as urban extensions – then 70 houses per hectare, utilising only 37% of the land would be appropriate. This would require only 57 hectares, all of which could be comfortably accommodated on PR8, the least damaging in terms of coalescence and the Kidlington Gap of all these sites.

Changes Sought

Reasons for Participation

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1425

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 2. If Oxford’s unmet need were realistic could it be met elsewhere in Cherwell than in GB? a. Yes, it could be met on non-GB sites. Cherwell found that the required number of houses could sustainably be built elsewhere, outside the GB, at Junction9 M40, Arncoth, Bicester and surrounding area, Upper Heyford, Junction 10 M40, Banbury and surrounding area. They rejected these alternative sites because they might upset the evolution of the current adopted plan – although why competent planners would not be able to deal with that problem, if real, is not apparent; because there might be shortfalls, although why these should be greater for Oxford’s unmet need than for Cherwell’s own need was not explained; and more dispersed options provided less opportunity for strategic infrastructure investment (e.g. transport and education), although why this would be the case for, for example, Upper Heyford which is already targeted and developed, or for other centres which already benefit from services, is not explained. The overriding reason for their rejection however was clearly that they were less well situated (than the GB sites) to build communities associated with Oxford, to assist with the delivery of the Oxford Transport Strategy, to provide affordable transport options, and more likely to involve commuting. It is significant that even GB sites like the previously developed Shipton Quarry, were rejected as Development here would relate to Shipton-on-Cherwell, not Oxford. Therefore the parcel plays no role with respect to this purpose (Oxford’s unmet need). Simply put, this amounts to saying that all reasonable alternatives were unacceptable because they were not in the GB, or, if they were in the GB, were too far from Oxford. It is an argument that urban sprawl into the GB is justified by the fact that only GB sprawl could (by definition) be close enough to the City; in other words it is an argument not just for nibbling at the GB but for undermining its core purpose. It is clearly unacceptable in its own terms. Further, the proposed new OAN calculation would reduce Cherwell’s own need by 33%. The effect of this would be that 33% of the housing trajectory in the Council’s adopted plan would be superfluous to Cherwell’s own requirement and therefore available to satisfy any unmet needs of neighbouring authorities that might arise. b. The unmet need could be met by marginal density increases on generally low density allocated sites. Policy BSC2 in the adopted plan states New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development. Yet Policy Bicester 1 allocates 380 hectares to just 6,000 homes which is 16 houses per hectare. Assuming for these purposes that 30 dwellings per hectare is the average across the District, the sites to which the present 22,800 homes are allocated would need to increase build density by just 5%, to 36%, to accommodate all of the “working assumption” of Oxford’s unmet need. This would still be less than half the density of Central Paris or Barcelona, or Islington in London. Higher density build would also mean smaller houses, of which 63% of Oxfordshire’s SHMA need is comprised, and thus better meet public requirements. High densities also reduce the need for car travel and create a stronger sense of community.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

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Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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|------------------|------------|-------|----------|------------------|--|--|---|---|
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1424

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 1. Is the Oxford unmet need real or realistic? Cherwell argues that an “exceptional circumstance” exists in the Inspector approving the adopted plan having added a requirement for “a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford GB, “once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, IS FULLY AND ACCURATELY DEFINED”. (Our emphasis) It was our view at the time that the Inspector could have exceeded his remit as there was no evidence before him suggesting that further development in Cherwell was impossible without breaching the GB, nor of the precise quantum of Oxford’s unmet need (if any existed) or the capacity of other Districts to accommodate it. However it is relevant that he proposed a Review only AFTER Oxford’s unmet needs were fully and accurately defined. They still are not, and a review is therefore premature even on the Inspector’s terms. According to the City Council in a report to Scrutiny Committee (12th June), the agreed unmet need allocation, is used as a working basis for current local plans in Oxfordshire which will be updated when the Oxford Local Plan is completed. In other words it is presently neither fully nor accurately defined, as the Inspector had required it should be. Oxford has only now started its own Local Plan process to reflect the Oxfordshire Strategic Housing Market Assessment (SHMA), three years after it was published, and long after Oxfordshire’s other Districts. Its draft Local Plan gives no figure for unmet need, or for the City’s capacity to meet it. However, taking Oxford’s overall “need” to be for 28,000 houses over the plan period, CPRE argues that at least 26,000 could be provided inside the City itself by switching employment sites – the use of which for employment would only exacerbate the housing need the City Council describes as being its Number One priority to overcome – to housing, and increasing densities on all sites to compact city levels. That is even before the outcome of a review of further sites to which the City refers in its plan. (See Oxford/Densities paper attached) Consequently the Inspector’s condition, that Oxford’s unmet need should first be “fully and accurately defined” is nowhere near met, and, further, there would be little or no “unmet need” for other Authorities to consider. In any event, a “working assumption” of need cannot be an exceptional circumstance justifying GB release, especially when it is likely to be extremely inaccurate. Finally, during the course of this consultation the Government has proposed a new OAN formula to replace the SHMA (on which all the Review numbers are based). This new formula, if adopted, would reduce Oxford’s total annual housing need from a SHMA mid-point of 1400 per annum to 746, that is by 47%. This would in turn reduce “unmet need” by two thirds, even before taking into account that the City should use employment land to satisfy existing housing need rather than exacerbate it and build at densities appropriate to cities. The new OAN is at the very least further evidence that the level of unmet need this review seeks to satisfy is neither fully nor accurately defined.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | |
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1422

Comments

The primary duty of a Local Authority must be to the people it represents. In an independent market research exercise, with a very high sample size, conducted across Oxfordshire by Alpha Research of Thame in April 2015 respondents were specifically prompted that there was considered to be a need for more housing, and of the extent and purpose of the GB, before being asked whether the GB, should be developed for that, or indeed any other, purpose. Their answers were therefore fully informed by recognition of housing need. 76% of respondents considered that the GB should remain undeveloped; 66% considered housebuilding the greatest threat. Although polls have something of a tarnished reputation, this has resulted from situations where marginal inaccuracy can lead to wholly incorrect forecasts in narrow binary decisions. In this case the sample size was so large and so representative, and the outcome so conclusive, that whilst there might be up to a 5% margin of error, this would not be capable of affecting the result, or its scale. Further, this is in line with previous polls, adding to confidence that it accurately reflects public opinion. The same exercise showed that in North Oxfordshire – closely correlating to Cherwell - the outcome was hardly less conclusive, with 71% of respondents supporting the proposition that the GB should not be developed for housing or any other purpose. This was despite years of constant media campaigning by the City Council that Oxford has “no option” but to spread over the GB unless people are to go homeless (a wholly fallacious claim). Despite the City’s campaigning, 73% of non-homeowners, and 74% of C2DEs agreed that the GB should not be developed for housing. In other words, the people who would be expected to have been the most responsive to the City’s campaigning rejected GB development almost as strongly as the general population. Indeed 73% of the City Council’s own constituents rejected it. There can be no doubt that the people both of Oxfordshire, and of Cherwell itself, reject GB development in principle, and this must be given great weight in any consideration of doing so.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1421

Comments

CPRE is opposed in principle to the release of GB land – as is national planning policy. A very strong case therefore has to be made to establish the exceptional circumstances required for the release of GB land. The Cherwell Plan goes nowhere near making such a case; Cherwell’s electorate strongly supports retention of GB land as does Government Policy. There are a number of reasonable alternatives. The houses to satisfy Oxford’s ‘unmet need’ targeted at the Cherwell GB could not only, on the Council’s own admission, be sustainably built elsewhere in the District on other sites, or by increasing the density of build on existing sites, but also, at least to a considerable extent, within the City itself. Failing that, if there were genuinely no available option other than release of GB, national policy indicates that Cherwell would be expected to decline to do so and require other Councils to co-operate in meeting the unmet need Cherwell itself cannot satisfy. Additionally, during the course of the consultation, the Government published a revised Objectively Assessed Need (OAN) calculation, showing a total Oxford need of half that identified by the Oxfordshire Strategic Housing Market Assessment (SHMA). If adopted the new formula would make it certain that Oxford could accommodate all of its own housing need, and therefore there would be no “unmet need” for Cherwell to meet. The proposed OAN also reduces Cherwell’s own need by a third, meaning that even if there were any Oxford unmet need to be covered, it could be met within the surplus the new OAN creates in Cherwell’s adopted plan. This review is therefore premature and should be suspended at least until new “need” figures are crystallised.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1420 | <p>Comments</p> <p>Government Policy requires development in the GB to be the very last resort, only to be considered if there is no alternative. Cherwell has stood that Policy on its head by making building in the GB its very first choice, rejecting what it accepts were reasonable alternatives. Cherwell says that building as close to Oxford as possible trumps all other considerations. Since Oxford is surrounded by GB, that has led them to select not just GB sites, but the very closest GB sites to the City, at the Kidlington Gap, where the GB is most fragile, just a few fields wide. It is those few fields the Council plans to build on, flatly contrary to GB policy, and the known wishes of the overwhelming majority of its electorate. If the Council gets away with this plan, it will also, again contrary to GB policy, cause the merger of Yarnton and Begbroke into Kidlington; expose Kidlington itself to being engulfed by the predatory City Council which has sought to subsume it for at least thirty years; and also, by declaring that proximity to Oxford is itself an exceptional reason to build on the GB which surrounds the City, fundamentally undermine its very purpose, risking opening the whole GB to development.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1418 | <p>Comments</p> <p>TRANSPORT - THE PROPOSED NEW STATION AT KIDLINGTON/BEGBROKE. The initial proposals for the development made great emphasis on the provision of a new railway station "between Kidlington & Begbroke", the implication being that this station would cater for the needs of residents to reach their places of employment in Oxford and that therefore the housing plans are more sustainable. The relevant railway line is that from Oxford and the south to the midlands and north via Banbury. It is intensively used with half hourly cross-country trains and frequent freights including regular intermodal trains from and to Southampton docks. There is also a local service of 12 trains per day each way (9 on Saturdays, 3 on summer Sundays, none on winter Sundays) calling at the intermediate stations at Tackley, Heyford & Kings Sutton. North of Aynho Junction, as far as Banbury, these trains all have to interwork with the three trains per hour on the Chiltern Line to and from London Marylebone. There are presently no proposals for a new station on this line, nor are there likely to be. Neither Network Rail, Oxfordshire County Council nor any train operator has any aspiration for a station here. It does not feature on any relevant route study or strategic proposal. For example, we note that no such plans have been included in the Oxfordshire Infrastructure Strategy, signed off by the Oxfordshire Growth Board in September 2017, which claims to 'provide a view of emerging development and infrastructure requirements to support growth from 2016 to 2031 and beyond'. This includes a description of numerous rail improvement projects both pre and post 2031, as well as listing infrastructure priorities for the A40 Corridor, but gives no mention at all to a new station in this area. Journey time for the local trains is 30 minutes and they only just slot in between the other services; in other words, a train leaving Banbury soon after the previous southbound train only arrives in Oxford just before the next one. To add an extra stop on the route would make this pathing issue even more tricky. It would be possible to accelerate the journey time with electric trains which have better acceleration and deceleration rates and thus allow an extra stop in the same timetable but although the previous government did announce a scheme to electrify this railway as part of its "electric spine" in 2012, this has been deferred and there is at present no prospect of this happening. Great Western Railway (GWR) operate the local trains and they do have an aspiration to increase the frequency to a train every 90 minutes across the whole day but it is only an aspiration, not a timed commitment. Even that frequency is not really sufficient to attract substantial numbers of commuters to use rail on a daily basis. For that a half hourly service level is, these days, a basic requirement. The station at Oxford Parkway, opened in October 2015 and connected to Oxford station in December 2016 has in any case now become the railhead for Kidlington, swathes of north Oxford, Headington and surrounding villages. The rail industry as a whole is thus utterly unlikely to wish to commit to another new station "between Kidlington and Begbroke".</p> <p>Changes Sought</p> <p>References to the station should be removed from the Plan as it is not deliverable within the lifetime of the Plan and therefore is not effective. Any element of development that is dependent on this station being delivered should be removed from the Plan as unsound. Plans for additional housing in north Oxford/south Kidlington should be put on hold until the Oxford to Cambridge Expressway route is settled, the East West railway is re-opened and the full extent of the expansion of Bicester is agreed, with its possible new transport infrastructure.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. We would like to attend the oral part of the Examination.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1419 | <p>Comments</p> <p>Not Positively Prepared. Not Justified. Not Effective. Not Consistent with National Policy.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | | | N | Y |
| 1442 | <p>Comments</p> <p>We consider it to be a serious omission that at the options stage a question was not asked about the acceptability of development in the GB. This is probably the most important matter raised in this review. The plan may therefore be rendered procedurally noncompliant.</p> <p>Changes Sought</p> <p>The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.</p> <p>Reasons for Participation</p> <p>OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.</p> | | | | | | | |

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|

1439

Comments

Strong disagreement with the assessment that “exceptional circumstances” exist. Twelve “circumstances” are listed. The final ten are not exceptional circumstances at all. Some of them might be described as “opportunities”, some of them are simply descriptions of how development might occur, and others are meaningless, for example “12.the ability to create a sustainable, holistic, joined up vision for the whole of the Oxford/Kidlington/A44 corridor area”. That statement certainly does not constitute an exceptional circumstance. Exceptional Circumstance 1 (urgent and pressing need for homes) is highly contentious. It is based on the assessment in the SHMA which has been heavily criticised and never validated. The proposed DCLG standardised methodology proposes a much lower level of need that takes account of affordability. Exceptional Circumstance 2 (clear inability of Oxford to meet its needs) is also unproven. Oxford’s needs have not been established through its own local plan process and neither has its ability to meet its own needs. It is clear that alternative development strategies could accommodate a significant number of additional dwellings within the city. The submission document in proposing to develop in the GB is in complete opposition to the purpose of the GB and contradicts Local Plan Pt 1. The main purpose of the Oxford GB, (Local Plan Part 1 para B256), is to limit the growth of Oxford to avoid damage to its character and heritage. Oxford City Council itself should have a part to play in this by restricting the growth of employment generating activities to the minimum necessary. This would have the double benefit of releasing some land for housing and reducing the demand for further housing. However its currently proposed policies do the opposite. We have made this point in our representations to the recent Options consultation on the Oxford Local Plan. Alternative development strategies – which have been successful in the past – are possible for Oxfordshire, and include the diversion of growth away from Oxford towards the country towns. Oxford City Council should play its part in this. We also think it would be possible for the Oxfordshire authorities to promote the diversion of some economic growth to other parts of the country which would welcome and benefit from it – possibly through formal ‘economic twinning’ arrangements.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|

1438

Comments

Strong objection to all of the proposed development in the Oxford GB which “was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area.” This quote is from paragraph B256 of Cherwell’s adopted Local Plan Part 1 and we fully support it. We also support Policy ESD14 in the Plan to maintain the Oxford GB. The Oxford GB supports all five purposes set out in the NPPF and has been largely successful over the last sixty years. In particular it seeks to protect the setting and character of the historic city of Oxford. The reference to the character of the City, as referred to in Cherwell’s Local Plan. is often overlooked but it is a crucial aim of GB policy. The historic city centre by its nature cannot be expanded or comprehensively redeveloped. It is already under substantial pressure and this is likely to become highly damaging if expansion on the edge of the city is not restricted. The City’s never-ending traffic problems are testimony to this, and there have been calls for even the number of buses in the centre to be limited. The GB also provides accessible open space, footpaths and other recreational opportunities for residents of the city and for the communities within it. It is well used and supported as public opinion surveys have shown. GB is intended to be a permanent designation only to be changed in exceptional circumstances (NPPF). We think that that the overall levels of growth proposed are unnecessarily high and that alternatives to development in the GB are available. We therefore consider that exceptional circumstances do not exist to justify development in the GB.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth, at realistic levels, away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should a) discourage further employment generating development in the city unless it is absolutely essential and b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1440

Comments

This Plan is contrary to the NPPF which states in paragraph 14 that Local Plans should meet objectively assessed needs unless specific policies in the Framework indicate development – including land designated as GB - should be restricted. It is also contrary to the twelve core land use planning principles set out in Paragraph 17 of the NPPF one of which is that planning should take account of the different roles and character of different areas, promoting the vitality of our main urban areas and protecting the GBs around them. Furthermore, National Planning Practice Guidance makes clear that assessing need is just the first stage in developing a Local Plan and that once need has been assessed, the local planning authority should take account of any constraints such as GB, which indicate that development should be restricted and which may restrain the ability of an authority to meet its need. Cherwell has accepted (or, more accurately, been pressured to accept) the inflated figures of the Oxfordshire SHMA in full and has never followed this guidance to “take account of any constraints such as GB Which may restrain the ability of an authority to meet its need”. The proposed submission plan is therefore not consistent or compliant with national policy.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|

1441

Comments

We note that the plan calculates the loss of GB to be 3%. There is an implication here that the loss is relatively small and therefore acceptable. This is fallacious as is illustrated by the following example taken from a paper by Professor Dieter Helm, Chair of the Government's Independent Natural Capital Committee "Think about St James' Park in central London, set between Buckingham Palace at one end and Whitehall at the other. Suppose a developer comes along with a proposal; to build on a small plot on one corner of St James' Park. This developer might argue as follows. The marginal value of the patch of grass in a small corner is not that great. After all, all the rest is left. Better still, the developer might pay such an enormous price for the small bit of land that perhaps a hospital could be built elsewhere with the proceeds. The marginal value to the ultimate owner of this house is so great relative to the marginal value of the small corner of St James' Park that it makes marginal economic sense to build on it. There are two problems with this argument. The first is that the same marginal case can be made for the next small bit of St James' Park. Indeed the value to the developer is even higher now because the Park is now slightly smaller. And for the next bit, the argument just gets stronger. Carried to its limits there is a great marginal case for incrementally building all over St James' – and Hyde Park, and Regent's Park and indeed all the green spaces in London. That is indeed what would have happened if the market had been left to allocate the land as if St. James' was a private good. It is what would happen to the GB too. The second problem is that the reason why the land is so valuable is because it is not surrounded by other houses in close proximity. The very rich person who buys this house on the corner of St James' is paying so much because others are not able to do so, and because it is St James'. We cannot all have green spaces around our houses – green space is in fixed supply. Carry both of these arguments across to the GB. Each marginal bit has a marginal economic case for developing it, and as each bit is chipped away, the value of the whole public good – the GB system – diminishes. The core point here is that the marginal case if carried through to its logical conclusion leads to no GB – there is a good marginal case for building on each and every marginal bit of land, as there is for building on each and every bit of St James' Park." The loss of a small proportion of GB therefore increases the likelihood of further loss. GB should be considered as an entity or system not as a collection of individual land parcels. This is a further reason why we fully endorse Government Policy (NPPF para 79) that GB is a permanent designation.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

The Oxford Green Belt Network (OGBN) was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|------------------|------------|-------|--------|-----------------------------------|---|---|---|---|
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
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1623

Comments

Exceptional circumstances have been demonstrated to justify the release of sites from the GB, including sites for housing to help meet Oxford City's unmet housing need. It is clear from the evidence base for Cherwell's proposed submission plan and from the Oxfordshire Growth Board evidence base that the release of sites from the GB is necessary to deliver the scale of housing required in a sustainable manner. However, there is a need to make efficient use of land released from the GB for housing purposes. Some of the proposed densities on sites released from the GB do not appear to make efficient use of this land despite their close proximity to Oxford and to sustainable transport infrastructure and services. By increasing the density on some of the GB sites and by developing the site covered by Policy PR3a Cherwell DC would achieve their target of meeting Oxford City's unmet housing need without requiring development at Woodstock South East (Policy PR10).

Changes Sought

Review of the proposed densities and the resulting site capacities of the sites to be released from the GB in order to ensure that efficient use is made of this scarce land resource.

Reasons for Participation

To address cross-boundary issues with West Oxfordshire

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| PR-C-0709 | 09/10/2017 | Victoria | Campbell | | | | | N |
|------------------|------------|----------|----------|--|--|--|--|---|

1771

Comments

Object to Policy PR7b and development at Stratfield Farm. This land frequently floods. The adjoining sports pitches are often water-logged during wet weather. Additional housing in this area exacerbates the flood risk for the local sports grounds and housing in the Garden City area of Kidlington. The main access point for the additional housing would be Kidlington Roundabout which is already gridlocked during rush hour.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|--------|------------------------------------|--|--|--|---|
| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
|------------------|------------|---------|--------|------------------------------------|--|--|--|---|

1944

Comments

Policy PR7b - Land at Stratfield Farm. No principle objection to this allocation but note that it includes or adjoins land that is subject to nature conservation designations. The western part of the site is located within the Cherwell Valley CTA along the Oxford Canal and pleased that the indicative layout does not propose development within this part of the site. The site also appears to include a priority habitat (Traditional Orchard) and adjoins a district wildlife site. Aerial photography also suggests that it might comprise other habitats of biodiversity interest. The site is sensitive in ecological terms and should be surveyed to inform suitability, quantum and development layouts.

Changes Sought

Reasons for Participation

Potential biodiversity impacts as outlined in the representation.

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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|------------------|------------|--------|-------|-------------------------|---|---|---|---|
| PR-C-0773 | 10/10/2017 | Philip | Rawle | Greenlight Developments | Y | Y | N | Y |
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1951

Comments

Does not consider the Partial Review of Cherwell Local Plan to pass the 'tests' of soundness, in terms of being positively prepared, justified, effective and consistent with National policy. This is because the Partial Review does not make reference to the need for C2 units (residential institutions, including care homes), nor to care/nursing homes more generally. Policy PR2 deals with C3 uses only. Further limitations on current local planning policies (adopted and emerging) are outlined in the accompanying Note prepared by Lichfield's. In terms of National policy, the Government's National Planning Practice web-based resource in the section on 'Housing and economic development needs assessments' provides guidance to the plan-making process on how to deal with 'housing for older people'. Failure of the Partial Review to meet the care needs of the District will clearly have significant implications on housing options for Cherwell's increasingly ageing population. The accompanying Note prepared by Lichfield's quantifies that like the rest of the UK there is a clear need for care homes in Cherwell. Examples are found in the Oxfordshire SHMA, which projects the number of people with dementia and mobility issues in Cherwell and Oxfordshire will roughly double by 2031 (end of this Plan period). The latest DCLG figures project the number of people in Cherwell living in communal establishments to double by 2031. The Lichfield's' Note sets out the care need for Cherwell as follows: • In Cherwell District itself, the latest DCLG projections show growth in the number of people over age 75 living in communal establishments of 565, i.e. this is the number of care home bed spaces needed (2011 – 2031). However, as the Council are planning for housing growth well in excess of demographic trends, which will lead the population growth in excess of demographic trends, 565 bed spaces should be considered a minimum to plan for up to 2031. • In terms of Oxford City's need, the DCLG projections suggest a need for a further 305 bed spaces by 2031, and (as with its housing need) a proportion of this may well go unmet. Cherwell will inevitably import some of Oxford's care home needs, as those additional residents (who otherwise would have lived in Oxford) age and move into care homes. This further justifies the use of the 565 figure for Cherwell as a minimum, which may need to be increased if unmet care home need for Oxford is identified. Lichfield's' Note on Care Home Need provided.

Changes Sought

Greenlight asserts that it in order for this clear 'need' for care bed spaces to be met in Cherwell over the Plan period, specific policies are required to:(a) Set the delivery of this need over the Plan period as a requirement - this requirement being a minimum of 565 bed spaces by 2031; and(b) To identify and allocate sites to accommodate this need in the Plan and on the Policies Map.To this end, Greenlights' land interest at Skimmingdish Lane, Bicester, which is currently subject to planning application 17/01428/F, provides an opportune site to be allocated for a 64-bed care home; thus accommodating some 11.3% of the bed space requirement (based on a total requirement of 565 bed spaces) over the Plan period (by 2031).To demonstrate how the site at Skimmingdish Lane, Bicester can accommodate a 64-bed care home, and therefore to assist in informing its allocation as a care home site in the Plan, enclosed with this letter is the site location plan and proposed site layout plan, both of which form part of the current planning application on the site.

Reasons for Participation

The matters raised in these representations are of a strategic nature to the plan.

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|------------------|------------|-----|--------|-------------------------------------------|---|---|---|---|
| PR-C-0777 | 10/10/2017 | Huw | Mellor | Carter Jonas on behalf of Manor Oak Homes | Y | Y | Y | Y |
|------------------|------------|-----|--------|-------------------------------------------|---|---|---|---|

1977

Comments

This submission representation form should be read in full conjunction with the accompanying Vision Document for this site, which demonstrates how at least 175 homes can be constructed on the available, developable part of the site, along with the provision of retirement living accommodation within the retained Stratfield Farmhouse. Representation includes a copy of Vision Document and two different versions of representations for PR7b.

Changes Sought

Accordingly, Manor Oak Homes submit that the terms of draft Policy PR7b "Key Delivery Requirements 1", should be re-worded to the effect - "1. Construction of up to 175 homes (net) within the identified developable part of the site (the residential area), plus use of the retained, listed Stratfield Farmhouse for retirement living accommodation. The dwellings are to be constructed at an approximate average net density of 25 dwellings per hectare.

Reasons for Participation

Manor Oak Homes will need to explain to the Inspector in full detail, why the site can be developed at a more efficient density than the terms of the draft Policy PR7b envisages, whilst at the same time ensuring that all of the important identified site characteristics and Key Delivery Requirements can be met.

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| PR-C-0777 | 11/10/2017 | Huw | Mellor | Carter Jonas on behalf of Manor Oak Homes | Y | Y | Y | Y |
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2255

Comments

Supporting documents for PR-C-0777: Arboricultural Advice Note and Plan from Aspect Arboriculture.

Changes Sought

Reasons for Participation

In the event that any site specific queries arise during the course of the Examination, I would be on hand to answer those matters and to assist the Inspector's full consideration of the planning and other merits of the land at Stratfield Farm, Kidlington.

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|------------------|------------|-----|--------|-------------------------------------------|---|---|---|---|
| PR-C-0777 | 11/10/2017 | Huw | Mellor | Carter Jonas on behalf of Manor Oak Homes | Y | Y | Y | Y |
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2254

Comments

Supporting documents for PR-C-0777:- 1. Preliminary Ecological Review from Aspect Ecology 2. Initial Landscape and Visual Appraisal briefing note 3. Preliminary Advice Note from Asset Heritage Consulting 4. Correspondence from JPP Consulting.

Changes Sought

Reasons for Participation

In the event that any site specific queries arise during the course of the Examination, I would be on hand to answer those matters and to assist the Inspector's full consideration of the planning and other merits of the land at Stratfield Farm, Kidlington.

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|------------------|------------|-----|--------|-------------------------------------------|---|---|---|---|
| PR-C-0777 | 10/10/2017 | Huw | Mellor | Carter Jonas on behalf of Manor Oak Homes | Y | Y | Y | Y |
|------------------|------------|-----|--------|-------------------------------------------|---|---|---|---|

1978

Comments

This submission representation form should be read in full conjunction with the accompanying Vision Document for this site, which demonstrates how at least 100 homes can be constructed on 4 hectares of the site, as fully envisaged by the terms of draft Policy PR7b. Representation includes a copy of Vision Document and two different versions of representations for PR7b.

Changes Sought

Reasons for Participation

In the event that any site specific queries arise during the course of the Examination, I would be on hand to answer those matters and to assist the Inspector's full consideration of the planning and other merits of the land at Stratfield Farm, Kidlington.

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | N | | N | |
| 5465 | <p>Comments</p> <p>Begbroke & Yarnton Green Belt Campaign's (BYG) main concern is that they believe there is no proper justification for altering the Green Belt boundaries from where they currently stand. On a local level, they particularly object to the removal of the land described as PR8 and PR9 from the Green Belt due to the significant detrimental impact of that removal on the villages and villagers of Begbroke and Yarnton. They also object to the removal of land described as PR6a, PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City and to the land described as PR10, a green field site due to the impact its development will have on the adjacent A44 corridor. Instructed Bruce Bamber, a transport consultant, to prepare a report on the transport implications of the allocation of sites PR8 and PR9 for housing purposes. Although his technical review has focused on these areas, the broader methodology to identify potential development locations has also been assessed for its soundness. The report has been provided as Appendix B. Key conclusions from the report includes: the Sustainability Appraisal Report was published before the Transport Assessment and therefore cannot properly take into account the transport impact of development options. The SAR fails to report the adverse traffic congestion impact from the proposed development around Begbroke and Yarnton and is therefore flawed. Transport evidence base and the associated environmental assessment work is fundamentally unsound and cannot be relied upon. A number of legal issues are raised in Appendix A with a detailed summary provided. If the Council proceeds as planned, we consider the Inspector will find the Plan unsound due to inadequacy of evidence base and failure to ensure effective consultation and participation by the public.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0791 | 10/10/2017 | Keiron | Ward | | | | N | Y |
| 2036 | <p>Comments</p> <p>Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council.</p> <p>Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist.</p> <p>Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation.</p> | | | | | | | |
| PR-C-0791 | 10/10/2017 | Linda | Ward | | | | N | Y |
| 5682 | <p>Comments</p> <p>Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council.</p> <p>Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist.</p> <p>Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation.</p> | | | | | | | |
| PR-C-0808 | 10/10/2017 | Anne | Denby | Canal & River Trust | | | | |
| 2073 | <p>Comments</p> <p>This policy proposes to remove land adjacent to the canal corridor from the designated Green Belt, PR7b & PR8. In these locations, the canal currently enjoys picturesque rural outward views and development in these locations has the potential to significantly alter the character of this stretch of canal. It will be important that development of these sites retain a sense of the countryside along the canal and this appears to be considered with the areas for built development being set back with green space retained to the canal boundary. Opportunities for unlocking the potential of the canal should also be supported through the development of these sites. The provision of services for canal users, pedestrians/cyclists and boaters, could be explored within comprehensive Development Briefs. Open green landscapes adjacent to the canal could aid in retaining a sense of the rural feel within the surrounding landscape. Landscape proposals would need to demonstrate that they work to buffer the harder visual impacts of the development such as hardstanding, parking bays and structures from the canals outward views.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>The provision of services for canal users, pedestrians/cyclists and boaters, could be explored within comprehensive Development Briefs.</p> | | | | | | | |
| PR-C-0808 | 10/10/2017 | Anne | Denby | Canal & River Trust | | | | |
| 2193 | <p>Comments</p> <p>As stated under Policy PR3 the removal site from the Green Belt has the potential to alter the character and appearance of the canal corridor in this location. The Policy map however indicates that the housing development will be set back from the canal boundary with the intervening land providing green/space/nature conservation area. The Canal is well considered within the Policy wording, its character and setting and its ecological value in this location have been taken in to account. There are positive ideas being put forward such as the restoration of water vole habitats and maintenance of a dark canal corridor. The Policy requires the development to contribute to the provision of an accessible bridge over the canal. The Trust would advise that new bridges will need to comply with National Standards and the Trust's requirements. Details on the design, layout, future ownership, maintenance and technical approval authority for the bridges should be clearly set out in Development Brief. This should include an assessment of the visual impact of the bridge, taking into consideration any existing features / crossings, such as Bridge 229, Stratfield Brake. Any new bridge crossing will also need to ensure that it does not impact on the stability of the canal or existing infrastructure such as culverts, nor adversely impact on safe navigation of the waterway or access along the towpath, including horse drawn boats. We therefore wish to be consulted on the Development Brief for the site, when available, to ensure that all considerations in respect of a new bridge crossing have been covered. Any bridge crossings will also require our separate consent as owner of the canal and will be subject to commercial agreements. It should be noted that the Trust will not take on the future ownership or maintenance of the bridges and a robust management plan will be required. The development and provision of a bridge crossing will lead to increased demand for use of the towpath in this area and therefore the requirement within the policy for development to address this and provide appropriate enhancements is welcomed. The Development Brief should include full detail of these enhancements and we wish to be consulted on the preparation of this document to ensure the Trust's requirements are fully addressed.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>We therefore wish to be consulted on the Development Brief for the site, when available, to ensure that all considerations in respect of a new bridge crossing have been covered. The Development Brief should include full detail of these enhancements and we wish to be consulted on the preparation of this document to ensure the Trust's requirements are fully addressed.</p> | | | | | | | |

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | | |
| 2211 | Comments | | | | | | | | |
| It is regrettable that any site is taken out of the Green Belt - generally supportive of these proposals as natural modest sustainable extensions to Kidlington. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Consider that both sites be required to make contributions to the improvement to access arrangements to Stratfield Brake which is poorly accessed by car from Kidlington due to the dual carriageway. Would ask that the developers be required to provide a footbridge set out in para 5.96. | | | | | | | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | | | | | | |
| 2228 | Comments | | | | | | | | |
| It is regrettable that any site is taken out of the green belt - generally supportive of these proposals as natural modest sustainable extensions to Kidlington. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Consider that both sites be required to make contributions to the improvement to access arrangements to Stratfield Brake which is poorly accessed by car from Kidlington due to the dual carriageway. Would ask that the developers be required to provide the footbridge set out in para 5.96. | | | | | | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | | |
| 5043 | Comments | | | | | | | | |
| Kidlington Policy PR7a - Land South East of Kidlington (230 homes) and Policy PR7b - Land at Stratfield Farm (100 homes) would jointly generate around 100 primary pupils. These could either be accommodated through a mixture of the spare places at a new 2 form entry school at North Oxford, and through making permanent the currently temporary expansion of Edward Field Primary School in Kidlington. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Site policies should require these sites to contribute towards the cost of any necessary additional school accommodation. | | | | | | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | | |
| 5053 | Comments | | | | | | | | |
| The requirements within each site policy for an archaeological assessment and potential pre-determination investigations are supported. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | | |
| 5037 | Comments | | | | | | | | |
| Proposed changes suggested. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| a. Para 10b – two vehicular access points are not necessary for development of this size. However, pedestrian connection to the adjacent residential area should be secured. | | | | | | | | | |
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y | |
| 5291 | Comments | | | | | | | | |
| References on the Cherwell Green Belt Study (April 2017), the Oxford Green belt Study (2015), Category A Village Analysis (2016), Policy Villages 1 and 2 of the adopted Local Plan Part 1 and SA report. Conclude that the removal of Green Belt separating Begbroke (PR8) and Yarnton (PR9) and subsequent development as proposed would result in coalescence of both settlements; encroach on the open countryside; and result in highly inefficient use of land (which itself is a combination of grade 2 and grade 3 agricultural land). The harm that results is exactly the harm that the Green Belt land is designed to prevent. The loss of protection of the Green Belt and the scale of subsequent development is contrary to existing Local Plan policies. The "exceptional circumstances" put forward by Cherwell District Council are without merit with respect to all sites proposed for removal from the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which are additionally supported, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection. | | | | | | | | | |
| Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place. | | | | | | | | | |

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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|------------------|------------|------------|--------|--|---|---|---|---|
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
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5290

Comments

Referenced the 5 purposes of the Green Belt and NPPF paragraphs 82-84. Quotes provided on the Elmbridge Local Plan and Poole Local Plan. Quotes provided on NPPG's guidance on the Housing and Economic Land Availability Assessment (HELAA). Reference to Policy ESD14 of the adopted Local Plan Part 1. it is reasonable to conclude that whilst local districts may have accepted an apportionment of Oxford's unmet housing need the actual number is not absolute and the Local Plan process may determine that Cherwell, for example, is unable to accommodate the apportioned figure due to existing national policies, such as Green Belt. Conversely, Oxford City, through the development of its own Local Plan and consideration of urban density, re-allocation of land previously earmarked for employment use, etc. may determine that the total unmet housing need is lower than that recommended by the SHMA and post-SHMA work. The latter point will especially apply should Oxford City seek to justify exceptional circumstances to remove Green Belt land that falls within its own jurisdiction. Reference to Oxford's Preferred Options document.

Changes Sought

For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.

Reasons for Participation

"Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place"

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|------------------|------------|------|-------|--|---|---|---|---|
| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
|------------------|------------|------|-------|--|---|---|---|---|

5217

Comments

Objects to PR7b. Like PR7a the objection is based on CDC proposals not being acceptable.

Changes Sought

Better use could be made of the land for housing development - By extending it down to the ditch line shown on the revised attached map. With boundaries well landscaped. Although this would mean a moderate reduction in conservation area it is considered that this will marry in better and complement the Stratfield Brake Woodland Trust boundary of its wetland area. It should also have a surface water storage pound with a controlled outfall, and to improve surface water drainage for the lower end of Garden City for preventing flooding problems.

Reasons for Participation

Based on the representation, would like to reserve the right to respond if necessary.

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|------------------|------------|-----------|---------|--|---|---|---|---|
| PR-C-0889 | 10/10/2017 | Mrs Donna | Bennett | | N | N | N | Y |
|------------------|------------|-----------|---------|--|---|---|---|---|

2393

Comments

This is a strong green belt area of natural beauty and historic potential. Housing development would encroach upon the nearby reservation. The desire to build 100 homes on it is suspicious and the small number of houses intended would likely increase. Using this green belt space up would needlessly and only at the best temporarily solve the growing housing need. It is not a convincing solution. This plan puts the reservation area at risk for future development and inevitable shrinkage. The old farm house in this area should be preserved and perhaps looked into becoming part of the current reservation area. It would be more reasonable to look at increasing the green space of this reservation area not decrease its wall from urban overspill. Decision making by any parties that stand to profit from the success of this planning on this protected green belt space should be forbidden. Green belt space is labelled as such to cap the area from inevitable demand of expansion even in so called extreme cases. This development plan is exploiting the natural wildlife, views and historic value for property investment. It has no sensitivity or concern for green belt policies or the quality of life for current and future inhabitants.

Changes Sought

1) If using our green belt areas is truly the only option for development then Cherwell should decline and point to other solutions such as a. brown field sites within Oxford or further out b. current and numerous vast amounts of land either being reserved for commercial use (much of it not looking very utilised or successful. 2) The decision making process should be ultra-sensitive and rigid to the aesthetics at risk.. This area should be expanded as a reservation and historic area in compensation to the fact that new housing developments are likely to occur. 4) The decision making process for this area should be ensuring the aesthetics, enhancement and protection of it are paramount with the rigidity to only accept plans of which would increase its green space.

Reasons for Participation

Concerned as a long time resident that these plans will affect. Also aware and understand these plans and their implications involving both current and future residents. Strongly believes to be competent and justified to be involved in ensuring that alternatives, and fair compromises are met.

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|------------------|------------|------|--------|--|--|--|--|---|
| PR-C-1011 | 23/08/2017 | Tony | Norris | | | | | N |
|------------------|------------|------|--------|--|--|--|--|---|

2962

Comments

The creation of 1,118 houses on PR6a & PR6b will create a potential of 3000+ car movements a day, together with a further 5000+ movements from PR7a, PR7b, PR8 & PR9. The traffic situation North of Oxford will be at gridlock even worse than that which occurred during the recent alterations to Banbury Rd & Woodstock Rd roundabout.

Changes Sought

Reasons for Participation

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|------------------|------------|-----------|------|--|---|---|---|---|
| PR-C-1364 | 09/10/2017 | Mrs Susan | Moss | | Y | Y | N | N |
|------------------|------------|-----------|------|--|---|---|---|---|

4435

Comments

The policies are unsound because they fail to meet the real needs of people for low cost (rented or for sale) houses that deal with urgent housing problems. Housing to meet local needs could be achieved by building smaller units at higher density and using far less land. Houses for sale at so-called 'affordable' prices, and houses at market prices, do not meet the needs of the teachers, nurses, public sector workers and young families. Build some houses, but make all of them of the type that people need - not what developers and landowners desire.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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|------------------|------------|------|--------|--------------------|--|--|--|---|
| PR-C-1396 | 09/10/2017 | Paul | Walker | Oxford Bus Company | | | | Y |
|------------------|------------|------|--------|--------------------|--|--|--|---|

5163

Comments

SUPPORT these Policies with AMENDMENTS. Pleased to note that the areas of search have been assessed utilising the commuter travel within each area noting proximity to current sustainable transport facilities that serve Oxford, access to jobs by public transport and proximity to proposed improvements. It is essential however that these potential improvements are locked into new sites by way of both physical measures and developer contributions that enable improved public transport services. This part of Cherwell, immediately to the north of Oxford is currently under significant pressure with peak period congestion already experienced on the A44 and A34. The A4260 has its own challenges, being a major route within Oxford whilst also needing to provide for Kidlington and movements across it. We note the development of a Development Brief for these sites. The Brief should clearly set out how the plan proposals relate to the strategic bus network and how this will evolve, what the trigger points to deliver this shall be and give clarity to developers on the costs of developing in these locations. The risk of not doing this is one of a hap-hazard development pattern of sites coming forward which cannot be served by high quality public transport though lack of forward planning, lack of certainty for developers and a poorly thought out network connecting major nodes. We therefore support the Policy PR7 9(d) and PR7b 10(b) which both state the need for the development to enable connection to Oxford Parkway & Water Eaton P&R site (PR7d (d)) and to existing or potential public transport services (both PR7 9(d) and PR7b 10(b)). However the policy needs to explicitly highlight that the development brief will need to contain costed proposals for bus services improvements. The size of the strategic allocation also makes it unlikely that it will support key local facilities, such as a substantial district centre. The result is that, to a very great extent, any bus route created to serve this site would have to rely only on the new demand generated by the development itself. Therefore there needs to be mention within the policy of the need to “kick start” bus services for a number of years promoting alternative transport to the car until the development is built out and services viable. This viability may come from diversion into the site of existing services and as such we consider that an extension and/or diversion of the 500 park and ride service provide this role. Not least that such a connection would better enable occupiers if these developments were to access not only Oxford city centre but also Oxford Parkway Station which will better enable modal shift, keeping park and ride spaces free for longer distance travellers and providing a direct link to the station which will be more attractive to potential occupiers

Changes Sought

We would therefore like to see the policy strengthened to highlight the need to connect inter urban bus route networks between settlements that reflect the OCC strategic bus network in a phased manner than can allow new developments to be accessible by modes other than the car with appropriate S106 commitments to enable these developments to be sustainable in a manner that is clear to developers promoting sites.

Reasons for Participation

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | N |
|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|

5340

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in PR7b is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|

5383

Comments

The CDC Local Plan Part 1 and the NPPF (Para 34) support a strategy whereby growth should be directed towards the most sustainable locations, encouraging travel by non-car modes. The County Council's Oxford Transport Strategy is also clear in its objectives for achieving a meaningful modal shift for those travelling into Oxford City away from the private car and towards public transport. In this context, the justification for the Council's approach in pursuing growth at sites such as PR7, PR8, PR9 and PR10 which propose concentrated levels of development (circa 3,220 dwellings) is unclear. The development as proposed is concentrated along the already very congested A44 corridor and around Kidlington which is a known congestion hotspot. While some development in this area may be appropriate, the concentration of sites will lead to significant issues of congestion given that the sustainable modes being pursued (with the exception of cycling) are all road based Park & Ride, Bus and RTP routes. The Sustainability Appraisal (June 2017) recognises that new development around the Kidlington area 'may increase congestion but the Local Plan Part 1 Partial Review allocates new housing sites that encourage the use of sustainable transport and are allocated following consideration of their impacts on transport patterns through the SA'. Notwithstanding assessment of the proposed allocations through the SA, the impact of congestion has not been sufficiently weighed in the balance when considering reasonable alternative sites and a broader distribution across the District. For example, locating development on the rail network at locations such as Islip would assist in removing some traffic movement from the road entirely. It's recognised that there is the potential for a new railway station at Yarnton, but this is a long term strategy with no immediate proposals for delivery. CDC does not consider this necessary infrastructure to support the proposals and simply consider it a potential future benefit. Therefore, all focus for this plan period under this strategy will be on the road, contrary to the conclusions of the Sustainability Appraisal and to which our client objects. Overall, the various transport evidence base documents prepared to date have not robustly assessed the opportunities to improve rail usage despite current work being undertaken to develop the East-West rail link. East-West rail Phase 1 works saw an upgrade of Islip station which is on the new Oxford – London Marylebone line. The Western Section of East-West Rail will also see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s. Despite this significant rail investment, no development is proposed within Islip which is just a 3 minute train ride from Oxford Parkway, 7 minutes from Bicester, 11 minutes from Oxford and under an hour to London Marylebone. Our client is of the view that Policy PR4a (and by association policies PR6-PR10) focuses too strongly on improvements to and mitigations for the highway network rather than considering options for removing traffic from the road network and towards more sustainable modes such as rail. The proposed locations for the additional housing are known areas of congestion and the transport proposals do not go far enough to solve the existing issues, with the proposed levels of development in this location likely to compound matters further. Our client objects to these policies which will lead to increased levels of congestion and the strategy will not achieve a step change in modal split. Soundness - The evidence base prepared to support Policy PR4a (and by association policies PR6-PR10) is not sufficiently robust to justify the approach to allocate this level of housing in an area of existing traffic congestion without an effective strategy to achieve a step change in modal split. The Council needs to justify its approach for focusing so much of the new development in one area which is already known to suffer issues relating to road congestion. Rail has not been considered as a reasonable alternative within the evidence base documents and consequently the draft plan is not justified. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area. The Plan is not consistent with national Policy as the proposed development is not located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Changes Sought

The evidence base has failed to sufficiently consider investment in rail / exploitation of existing rail assets despite recent investment in the East-West Rail project. A thorough exploration of the reasonable alternatives is required. More detailed consideration needs to be given to the potential for locating new development at Islip within proximity to the existing railway station. This location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR4a

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | N | Y |
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5356

Comments

KPC concurs with the Plan on this Policy, and considers that development on this site could reasonably be considered as an extension to Kidlington, securing a permanent green boundary. While its removal from the Green Belt is regrettable and only to be encouraged if exceptional circumstances are demonstrated, its release could bring long term benefits, offsetting the loss of green belt land with a well-integrated village extension of modest scale, compatible with the character of Kidlington. This site and others around Kidlington including PR7a (Land south-east of Kidlington) should also be required to contribute to improved access arrangements for Stratfield Brake, which have long been identified as unsatisfactory, necessitating longer journeys along congested roads by local users of the facility. A new spur to provide access direct from the roundabout is recommended. Otherwise, general support for this allocation.

Changes Sought

"Add to key Delivery Requirements • Contributions to improved access to Stratfield Brake recreation/sports ground"

Reasons for Participation

"KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report."

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| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|---|---|

5305

Comments

"Object to the allocations in Policies PR6a, 6b,7a,7b,8 and 9 for the reasons given in our objection to release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council. We also explicitly support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons. Policy 10 : Woodstock Allocation. In the case of Policy 10, the site is on the edge of the Green Belt, and would impact on its openness. It would also be an excessive and disproportionate extension to the small historic town of Woodstock particularly when considered in addition to the adjacent site provisionally allocated in the draft West Oxfordshire Local Plan (currently under examination) for 300 houses. Due to wide-spread concerns raised at the hearings, the Inspector has asked West Oxfordshire District Council to conduct a heritage impact assessment of this site given its proximity to a World Heritage site. Cherwell should have conducted a similar assessment, taking into account the cumulative impact of the proposed development. Woodstock town is not within the Cherwell boundary but nevertheless, Cherwell has a duty to seek to protect historic Woodstock from inappropriate development and we consider it is not reasonable or sustainable to locate 410 extra houses in this area to meet Oxford's unmet housing needs."

Changes Sought

All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist.

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

| | | | | | | | | |
|------------------|------------|-------|-------|---------------|---|---|---|---|
| PR-C-1403 | 10/10/2017 | Vicky | Aston | Sport England | Y | Y | N | N |
|------------------|------------|-------|-------|---------------|---|---|---|---|

5186

Comments

Sport England welcomes the Council's references throughout the document and policies requiring developers to include open space, outdoor sport and recreation. However, Sport England is concerned that the Council has yet to publish its evidence base in relation to playing fields and outdoor sports provision and built sports facilities. The Council will need to ensure that all of the new development contributes towards indoor and outdoor sports facilities in the District. The Council's evidence base will help frame this work. Sport England also recommends that the Council includes a requirement for applicants to include a statement demonstrating how their development has met the 10 principles included in Sport England's Active Design document. See Section 3 of the document 'how to use Active Design' and the proposed change.

Changes Sought

Sport England recommends that the Council consult Sport England at the earliest opportunity on the preparation of the Playing Pitch Strategy. Sport England suggest the following text could be included in the policies to support Active Design: PR5 (10) Provide evidence of how the development has improved the health and well being of new residents by demonstrating how the proposals will meet the 10 Active Design Principles set out in Sport England's guidance document 'Active Design' <https://www.sportengland.org/facilitiesplanning/active-design/>

Reasons for Participation

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
| 5366 | <p>Comments</p> <p>If the aim is to provide 1,180 houses in the area south of Kidlington, the least damaging locations would be at Stratfield Farm (site 49) and south of Gosford (sites 178, and HELAA 243 incidentally, a new site not identified at the Issues and Options stage). The two assessed sites have existing small allocations, but the theoretical capacity is far higher. The Initial Sustainability Appraisal (which excluded site 243) set these at 523 and 1,388 respectively. Allowing 3.2 hectares for a new primary school, probably best sited at the Gosford sites, and the 0.7 hectares identified for a cemetery extension in the Submission draft PR7a no. 3, the total net combined land available would be 34.26 + approximately 5 hectares of previously unidentified site HELAA 243. Adding in the existing allocation of 220 + 120, the total number of dwellings required to replace those not developed south of Oxford Parkway becomes 1,520. This represents an overall net density of 38.7 dph (1,520/39.26), which is lower than the 40 dph proposed in the submission draft in PR6a, less than the 45 dph proposed in Policy PR8 and less wasteful of Green Belt land than the 25 dph proposed in policy PR6b, or, to put the figures in greater perspective, withdrawing 60 hectares of land from Green Belt protection (Policy 6A, 6B) contributes 1,180 houses at a net density of just under 20dph. Detailed comments are provided in relation to the selection of alternative sites PR178 and PR49 and the Kidlington Masterplan.</p> | | | | | | | |
| | <p>Changes Sought</p> <p>PR3, 6a, 6b - Delete references to PR6a and 6b in PR3. Rewrite all references to sites in Kidlington gap, deleting allocations, setting out playing field allocation in land east of A4165. Allow mixed use on land identified within Policy 3c playing fields, residential allocation of 140 written as a new policy. PR7 a and PR7b - Increase allocation to 1,520 between these sites. Retain a small buffer area to the west of Stratfield Farm. Remove reference to playing fields. PR12a - Rewrite to avoid incentive for future allocations beyond those allocated in the plan, or delete.</p> | | | <p>Reasons for Participation</p> <p>Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.</p> | | | | |
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
| 5607 | <p>Comments</p> <p>Object to PR7b, where exceptional circumstances have not been demonstrated. This highly constrained site offers no long term defensible boundary southwards along Frieze Way.</p> | | | | | | | |
| | <p>Changes Sought</p> | | | <p>Reasons for Participation</p> <p>We confirm that we wish to attend the examination in public.</p> | | | | |
| PR-C-1418 | 10/10/2017 | Glenda | Abramson | | | | N | |
| 5093 | <p>Comments</p> <p>Is opposed to the proposed Green Belt allocations mainly because CDC has not proved the exceptional circumstances required to build on a GB, nor has it proved Oxford's "unmet need". Use of the GB for development should be the last resort, if at all. The impact of this proposed "sprawl" on the environment would be massive, with extra cars on roads that are unable to sustain what already exists. This is true also of the existing infrastructure as a whole.</p> | | | | | | | |
| | <p>Changes Sought</p> | | | <p>Reasons for Participation</p> | | | | |
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4575 | <p>Comments</p> <p>Supports the analysis that there is a close relationship between Kidlington & Oxford & that new homes to the south of the town would be well related to Oxford & help provide for the needs of the city. We agree that is possible to develop to the south of the town whilst maintaining an important GB gap between the two settlements & maintaining the character of Kidlington. Delivery of good public transport, cycle & pedestrian links to the transport hubs (and thereafter on into Oxford) are essential & we welcome the provision for these in the proposed policies.</p> | | | | | | | |
| | <p>Changes Sought</p> | | | <p>Reasons for Participation</p> | | | | |
| PR-C-1441 | 10/10/2017 | Katherine | Jones | Savills on behalf of Thames Water | | | | |
| 4600 | <p>Comments</p> <p>The Details of this development have recently been used for the update of Cassington's SOLAR. This growth potential, coupled with the other developments both with Cherwell & West Oxfordshire indicate that this site would be under capacity should all these developments proceed as planned. However, there are larger sites in the area, such as Witney and Oxford STWs that may be able to accommodate the growth. Once the housing requirements and strategy of the LA's and TW are clearer, then this SOLAR is recommended to be updated to reflect the most up to date plans. On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site. Thames Water would advise that with regard to foul water sewerage infrastructure we would not have any concerns with this individual development site. However, the total development identified in the Kidlington area within the Cherwell development plan may cause concern if all developments were to go ahead. Thames Water would welcome early consultation concerning any proposed development. Thames Water does not envisage concerns with the proposed development site based upon the following key assumptions; foul flows will be connected to the public sewer by gravity (not pumped) & that no surface water flows will be discharged to the public sewer.</p> | | | | | | | |
| | <p>Changes Sought</p> | | | <p>Reasons for Participation</p> | | | | |
| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
| 5138 | <p>Comments</p> <p>Incorrect consultation form used. Comments relate to proposed submission plan. PR6a should be removed from the list of potential sites, or at the least the area allocated for housing should not extend north of the track from the A4165 to Frideswide Farm in order to maintain the 'Kidlington Gap'. PR6b should remain a golf course and PR6c be developed for housing instead - again, this would maintain the 'Kidlington Gap'. PR6c is close to the Northern Gateway. Additional housing could be allocated to PR7a and PR7b as high density urban extensions to Kidlington. No further sites at Kidlington should be reconsidered. The area and scale of development proposed for Yarnton on site PR8 would completely change the character of the village, and threaten coalescence with Kidlington. The land take should be pulled back from the railway. If the target 4,400 dwellings cannot be met by increasing densities and additional housing on some other sites, the target should be reconsidered.</p> | | | | | | | |
| | <p>Changes Sought</p> | | | <p>Reasons for Participation</p> | | | | |

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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|------------------|------------|------|--------|--|--|--|---|---|
| PR-C-1508 | 09/10/2017 | Alan | Graham | | | | N | N |
|------------------|------------|------|--------|--|--|--|---|---|

4745

Comments

Policy PR7b - Land at Stratfield Farm. This site adjoins the Stratfield Brake playing fields, which is publicly held land. The site is more appropriate to be allocated for additional playing field/recreational purposes as compatible with the Green Belt designation. A site at Yarnton Road, Kidlington which accommodates football should instead be used for residential development and the football use relocated to Stratfield Farm. This would provide a number of houses in a sustainable location within the built environment of Kidlington rather than eroding a further area of Green Belt. Additionally the infrastructure contributions and development constraints on the site at Stratfield Farm, such as vehicular access, make this site not viable for development. Sites that are not viable i.e. deliverable, should not be considered for development in terms of national planning policy guidance.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|------|--|--|--|--|---|
| PR-C-1521 | 09/10/2017 | Alaric | Rose | | | | | N |
|------------------|------------|--------|------|--|--|--|--|---|

5443

Comments

In favour of a longer term spatial review with ALL authorities cooperating, and with a fully costed and agreed infrastructure plan to prevent landowners and developers shirking their responsibility to the wider area. So agreement with the CPRLP on this Policy, and development on both these sites could reasonably be considered as extensions to Kidlington, securing a permanent green boundary. Whilst their removal from the GB is regrettable, the release could bring long term benefits, offsetting the loss of GB land with a well-integrated village extension of modest scale, compatible with the character of Kidlington. However, the policies need to be amended to require the footbridge link as described in P 5.96. These sites should also be required to contribute to improved access arrangements for Stratfield Brake, which have long been identified as unsatisfactory, necessitating longer journeys along congested roads. A new exit from the roundabout to provide direct access should be part of the plan.

Changes Sought

Reasons for Participation

Add to Key Delivery Requirements - Contributions to footbridge link - Contributions to improved access to Stratfield Brake recreation and sports grounds

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|

5262

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not "justified" or "consistent with national policy". This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that "under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan". The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored "all other reasonable options" &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the "exceptional circumstances" required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC's approach is predicated on an assumption that "Oxford's Housing Needs" form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that "the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the 'best fit' of local authority boundaries to a functional housing market area." More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) "it is not the role of, or possible for, the plan to prescribe where people live and work;" and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a "separate five year housing land supply . . . For meeting Oxford's needs." This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF's presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW's concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a "reasonable option" for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW's concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish "exceptional circumstances" for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW's comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

Reasons for Participation

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 "approximately 14 % of Cherwell lies within the Oxford GB". Thus CDC need to demonstrate "exceptional circumstances" as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed "reasonable alternatives" & therefore cannot be considered to have demonstrated "exceptional circumstances" for the release of all of these sites from the GB. * Combined with the inadequacy of the evidence base, these concerns are amplified by the fact that the Submission Plan appears to prejudge the proposed development strategy irrespective of the evidence base. This is reflected in the fact that the (Executive Summary para xiv) states that the Plan "focusses development on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor" & earlier iterations of the evidence base acknowledged that only sites within two of the nine areas of search have been assessed, * Conversely TW have established that the TW site at Bloxham does form a "reasonable alternative" for development within a sustainable location which is capable of meeting housing need. This is consistent with CDC's analysis within the HELAA (albeit that TW's technical analysis is that the site is capable of accommodating a higher level of residential development). * Accordingly the TW site should be allocated for residential development (under this or an additional policy) prior to CDC moving on to consider the need for any Green Belt release. * Without the amendments sought above our clients do not consider that the Submission Plan can be considered "sound", particularly with regards to being "positively prepared" or "justified."

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

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|------------------|------------|-------------|------|--------------------------------------------|---|---|---|---|
| PR-C-1542 | 10/10/2017 | Cllr Andrew | Gant | Oxford City Council Liberal Democrat group | N | N | N | Y |
|------------------|------------|-------------|------|--------------------------------------------|---|---|---|---|

4846

Comments

Considers that both CDC statements "considered reasonable alternatives" and that it has demonstrated "clear, exceptional circumstances for development within the Oxford GB" are unjustified, non-compliant and unsound as a result. "Reasonable alternatives" must include sites which are within reasonable commutable distance of Oxford but avoid the coalescence of Oxford and Kidlington and northward urban sprawl of Oxford, as required by the NPPF. This must mean that, for example, the Shipton Quarry site is appropriate to meet Oxford's housing need. Similarly, building on both sides of Oxford Rd (policies PR6a and PR6b) clearly breaches the NPPF requirement that settlements must not coalesce. The alternative site at Frieze Way, currently allocated as a replacement golf course, would not have that effect. These alternatives have not been sufficiently considered. Oxford City Council has re-stated the legal definition of GB that among its principal characteristics are "openness" and "permanence" The Council is right to do so. This is not consistent with the assumptions in this plan. We do not believe an "exceptional need" has been demonstrated to justify the breach of GB principles in the way the plan does. The need could be accommodated with far less damage to the GB by better and different use of some of the allocated sites, and by more consistent consideration of alternatives. Without such consideration, the plan is procedurally non-compliant, legally non-compliant with definitions of GB, and unsound in its consideration of alternatives.

Changes Sought

Reasons for Participation

A fundamental review of site allocations is required, acknowledging that Green Belt must remain open and permanent, as required by the NPPF. Alternative sites within "easy commutable distance of Oxford" which do not cause urban sprawl or coalescence should be more proactively considered.

To ensure full representation of the views and concerns of local people by their elected representatives

Proposed Submission Plan - Policy PR7b - Land at Stratfield Farm

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|-----------|------------|--------|---------------|-----------------------------------|---|---|---|---|
| PR-C-1622 | 09/10/2017 | Andrew | Hornsby-Smith | Kidlington & Yarnton Labour Party | N | Y | N | Y |
|-----------|------------|--------|---------------|-----------------------------------|---|---|---|---|

5535

Comments

Kidlington & Yarnton Labour Party acknowledges the real housing need for Oxford. It is not convinced that the need is for 4,400 houses to be built in Cherwell District. It opposes the allocations in the vulnerable Kidlington gap (proposed policies 6a, 6b), which it believes will mainly be used by London commuters rather than meeting local need; and by the size of the allocation made between Kidlington and Yarnton (Policy PR8). It considers that there are less harmful alternatives available at Gosford (the area allocated for playing fields in Policy PR 7a and at Stratfield Farm, Policy 7b). It also believes that land at Frieze Farm and close to Loop Farm offers alternatives that are closer to the Northern Gateway employment site and less damaging to the open countryside between Yarnton and Kidlington.

It considers that the North Oxford Golf course provides an important Green Belt friendly amenity, and that the need for additional playing fields could be met south of the Park & Ride. It is concerned to ensure that the County Council develops additional Park & Ride capacity east of Kidlington, where the traffic impact would be less damaging than an extension at Water Eaton Park & Ride. It would support the provision of a railway station on the Cherwell Valley line, but not at the proposed location at Sandy Lane, but closer to the airport, Langford Locks and Lyne Road (for the benefit of Kidlington's residents). We are concerned that at each of the main allocations, an unreasonably high level of land has been extracted from the Green Belt, which we believe will lead to future speculative development that will be difficult to resist.

Changes Sought

Opposes policies 6a, 6b. There are less harmful alternatives available at Gosford (the area allocated for playing fields in Policy PR 7a and at Stratfield Farm, Policy 7b); and by the size of the allocation in policy PR8.

Land at Frieze Farm and close to Loop Farm offers alternatives that are closer to the Northern Gateway employment site and less damaging to the open countryside between Yarnton and Kidlington.

It considers that the North Oxford Golf course provides an important Green Belt friendly amenity, and that the need for additional playing fields could be met south of the Park & Ride.

It is concerned to ensure that the County Council develops additional Park & Ride capacity east of Kidlington, where the traffic impact would be less damaging than an extension at Water Eaton Park & Ride.

It would support the provision of a railway station on the Cherwell Valley line, but closer to the airport, Langford Locks and Lyne Road (for the benefit of Kidlington's residents).

Reasons for Participation

I have spoken as a platform speaker at three public meetings in Kidlington and Gosford. I made a substantial representation at the Issues and Options stage. As a former parish councillor, I represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. I have an MSc in Transport Planning, so part of my representation covers that area. I also offer a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. I have no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. I believe my views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. My representation contains primary research evidence which I would wish to represent.

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|-----------|------------|------------------|----------|
| PR-C-0003 | 24/07/2017 | Julie and Albert | Nutbrown |
|-----------|------------|------------------|----------|

3

Comments

Protesting against plans to build 4,400 new houses on GB around Begbroke and Yarnton. It seems GB does not stand for anything anymore. All wildlife habitat will be destroyed. A thriving bat population will go. A40 traffic is horrendous now what will another 8000 plus cars create, plus the pollution. The Oxford's unmet housing need has nothing to do with CDC so not on our GB.

Changes Sought

Reasons for Participation

| | | | |
|-----------|------------|---------|-------|
| PR-C-0022 | 27/07/2017 | Pauline | Brown |
|-----------|------------|---------|-------|

27

Comments

1. The proposed transport infrastructure would be insufficient to support such an increase in households, not only from these two projects but also Long Hanborough and Woodstock. It is disingenuous to suggest that an introduction of a new bus lane and P&R, would be sufficient, after we tolerated 18 months of inconvenience while improvements were made on the Pear Tree and Cuttleslowe roundabout and there are sometimes long delays during rush hour. 2. The proposed bus lane and P&R are dependant on a new bridge being build across the canal. 3. Sandy Lane becoming a pedestrian / cycle route means that the less physically able in Yarnton and Begbroke will be forced to drive further to reach Kidlington. 4. Flood plan required to alleviate the danger of the canal flooding. 5. Plan virtually joins all three villages together resulting in loss of villages identities and faceless urban sprawl. 6. Major employers in Oxford are mainly in the south and east of the city, so why are you proposing to build so many houses to the north?. Has consideration been given to brownfield sites like large amount of land behind BMW and the Oxford Brookes Wheatley Campus? 7. Consideration will need to be given to the impact on wildlife, e.g. a bat colony on Spring Hill. 8. Why should Cherwell residents be expected to bear the brunt of Oxford City's housing needs? People who live in a rural community do so because they value that way of life and should not be forced to become urban dwellers.

Changes Sought

Reasons for Participation

| | | | |
|-----------|------------|---------|----------|
| PR-C-0024 | 27/07/2017 | Stewart | Mitchell |
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29

Comments

The Council should study a published report by Ian Mulheirn which questions housing shortages. Objection 1. Loss of GB for future generations. Currently open countryside is a few minutes away, a car journey will be needed if the proposals go ahead. Objection 2. Traffic. More traffic will make commuting to work by bicycle far more dangerous. Crossing the A44, due to sheer volume of current traffic is challenging. These proposals along with CDC's plans for Woodstock development would make crossing the A44 safely virtually impossible. Objection 3. Fields around Yarnton, Begbroke and Kidlington are known to flood, especially west of the A44 between Begbroke and Yarnton. The CDC has the power to agree or disagree with the developer's submitted flood strategies. Nothing less than a flood relief channel such as planned in Oxford will suffice. In and around Yarnton, after periods of sustained rainfall the ditches fill up and the sewage system backs up, to the point where we cannot flush our toilets. It takes several days for these ditches and drains to be pumped out.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|----------|-------|--|---|---|---|---|
| PR-C-0029 | 09/10/2017 | Jonathan | Mason | | N | N | N | Y |
|------------------|------------|----------|-------|--|---|---|---|---|

5587

Comments

Indicates development that encircles a section of Yarnton on three sides, as well as coming very close to the western edge of Kidlington and the southern edge of Begbroke. Clearly, this development would join these three separate settlements together into a single, contiguous settlement. This is in direct conflict with one of the purposes of the Green Belt, to "prevent the coalescence of settlements". Also note that the foreword by the Leader of the Council states that "The growth of Kidlington and neighbouring communities has resulted from their proximity to Oxford as desirable places to live though they remain separate, distinctive communities." Clearly, this Plan seeks to end the existence of these settlements as distinctive communities, which, by the Leader of the Council's own words, would diminish their desirability as places to live. Please consider the fate of Gosford, which has been entirely consumed into Kidlington, and whose name only remains in significant usage because of the Secondary School that bears it.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-0042 | 02/08/2017 | BR & DA | White | | | | | |
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51

Comments

Object most strongly to the proposals because. 1) The proposed development site lies wholly within the green belt and will cause yet more erosion of this valuable asset. There has been significant development in recent years in many different areas of Yarnton village in areas which had a very rural character, for example in Cassington Road, Yarnton and in Sandy Lane, Yarnton. Further development would be much better suited to areas which have a less rural character, where the size of the development would not have such a detrimental effect to the surrounding area. Why are the "Brown Field sites" within the Oxford City area not being considered for this development? 2) In Sandy Lane there have been regular problems with flooding and with the proposed 1950 additional dwellings producing land cover of yet more concrete and tarmac this is likely to exacerbate the problem of flooding during wet weather. This is likely to particularly affect the properties immediately opposite the Garden Centre and in the new development further up the lane which are below the level of the lane itself. 3) We are given to understand that there is a proposal to close Sandy lane at the level crossing which will incur additional mileage for the residents of this lane and the residents of the Northern end of the village of Yarnton to access our natural shopping area (Kidlington) with the additional pollution that this will generate. 4) Traffic has noticeably increased on the A44 in the last few years and with the large development both east and west of this road traffic will increase further with long queues producing even larger amounts of pollution, particularly during the rush hour periods. The six weeks given by Cherwell DC for deliberations over this development if far too short and is during the holiday period when a lot of people will be away.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|---------|--|--|--|--|--|
| PR-C-0077 | 10/08/2017 | Edmund | Isanski | | | | | |
|------------------|------------|--------|---------|--|--|--|--|--|

187

Comments

Long GP waiting times. Local roads and Oxford Ring Road already overloaded at rush hour. Population of Kidlington is already rising due to new flats being built. Object most strongly to overwhelmed infrastructure and roads

Changes Sought

Reasons for Participation

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|------------------|------------|------|-------|--|--|--|--|--|
| PR-C-0145 | 30/08/2017 | Fred | Jones | | | | | |
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561

Comments

Para 18f indicates the closure of Sandy Lane to Through Traffic for the benefit of pedestrians, cycle and wheelchair users. The nett effect being that motorised vehicles from Yarnton and Begbroke will have to access Kidlington village centre via Langford Lane or Frieze Way which will simply add to the existing congestion in the direction of Oxford. The proposal just does not make sense. Providing a route for pedestrians, cyclists and wheelchair users can easily be achieved using Green Lane/ Yarnton Lane. Providing for the minority at the expense of the majority is unjustified where an alternative is available. Green Lane/Yarnton Lane has for many years only been partially suitable for pedestrians and cyclists. Hence it has been a scene of "flytipping" and drug taking. The upgrading of Green Lane/Yarnton Lane for non-motorised users would not only provide for their need but also minimise the opportunity for abuse.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|-----------|--|--|--|--|---|
| PR-C-0154 | 05/09/2017 | Bethan | Gawthorne | | | | | N |
|------------------|------------|--------|-----------|--|--|--|--|---|

608

Comments

Absolutely object to this development, particularly PR9 and PR8. I choose to live in a small village and this development will destroy 3 villages and merge them into one, destroying the communities in them and losing their unique characters forever. The road network around these villages is a nightmare and traffic is regularly unable to flow freely in and out of the area; this development will only make it worse. The GB should be protecting land from this kind of development.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|----------|--|---|---|---|--|
| PR-C-0189 | 06/10/2017 | Susan | Oldfield | | N | N | N | |
|------------------|------------|-------|----------|--|---|---|---|--|

1196

Comments

Objection in every possible way. It could not possibly achieve its alleged objective of providing affordable homes for workers in Oxford. It is too big and in entirely the wrong place. Building on GB is not consistent with National Policy, nor consistent with Cherwell's Local Plan approved in 2015. (see Policy ESD 14: Oxford GB). It is Not Justified as it meets no needs within Cherwell but is designed solely to meet Oxford City Council's alleged "unmet housing need". Oxford's demands are based on out of date figures taking no account of changing factors, including likely outcomes of Brexit. The expected new method will result in a significant reduction in the figures for both Oxford City and Cherwell District. In recent correspondence with the leaders of both Councils have been blithely told that the figure can be easily re-inflated, to all for "expected economic growth". Oxford City Council could meet its own housing needs by prioritising housing for its existing residents over greedy expansionism. Cherwell District Council has acted hastily and disproportionately, before the real future need is clear. The "duty to co-operate does not oblige Cherwell to provide a dormitory for Oxford's expansionist plans. It is not a duty to comply with inappropriate demands. Particularly when destruction of the GB is involved. This area of GB fulfils every purpose for which the GB was designed. It was intended to have permanent status, giving a clear city boundary and preventing urban sprawl. Environmental damage, and that to the quality of life for all concerned, would be immeasurable and irreversible. The plan is unsound and not effective - the sites either side of the A44 around the villages of Begbroke and Yarnton are regularly flooded rendering it entirely unsuitable for major development. Existing traffic problems would be exacerbated. Roads are already struggling/ regularly congested. Suggested plans for addressing these problems are unrealistic. Transport problems rely heavily on people leaving their cars at home and either walking, cycling or going by bus - unlikely scenarios. The vague idea of a new rail link appears to be unposted and fantastical. Banbury and Bicester already have direct rail links to Oxford. New employment opportunities should be located near to Bicester where there is already more housing than work - thus reducing commuting. The Plan is Unsound in terms of the Environmental Damage it would cause - it is wholly disproportionate and ill-conceived. It would engulf the villages of Begbroke and Yarnton producing a shapeless conurbation with no separation from Kidlington. Historical distinctiveness of villages would be destroyed and surrounding countryside consumed. These fields are currently productive agricultural land, and home to a rich variety of wildlife. Enjoyed by many, both local and from further afield. Green spaces would be reduced to a pitifully narrow strip. There is much anger and dismay that such a plan could ever have been considered.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------|---------------------------|------------------------|--|
| PR-C-0223 | 06/09/2017 | John H | Darley | | |
| 777 | Comments | | | | |
| Object to Cherwell having to meet the 'requirement' for housing for Oxford City when there are possible brownfield sites available: land behind BMW works, East of Summertown, along Marston Ferry Road. Also around North Hinksey village, north of Botley Road, Southfield Golf Course and the current Pear Tree site if and when that was to be moved. Why was Oxford Brookes University allowed to close its Wheatley campus and construct student accommodation in Headington and just recently the use of the Cowley Barrack site? | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0223 | 06/09/2017 | John H | Darley | | |
| 778 | Comments | | | | |
| The proposal for 1950 dwellings and schools on land to the east of the A44 (and 500+ to the west of the A44) is unsustainable with the current road system and a potential further 3,500 cars trying to access on to the road - especially if it becomes a single carriageway with a dedicated bus lane. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0223 | 06/09/2017 | John H | Darley | | |
| 779 | Comments | | | | |
| The closing of Sandy Lane to a 'green pedestrian, cycle and wheelchair route with a railway crossing' would be a backward step. It would add to congestion on both the A44 and through Kidlington. A more suitable option would be to upgrade Sandy Lane with a traffic calming measure. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0223 | 06/09/2017 | John H | Darley | | |
| 781 | Comments | | | | |
| To propose these developments without consideration of the infrastructure requirements, the effect on the environment and the opportunity to provide affordable housing to meet Oxford's supposed needs - not Cherwell's - is unsustainable and I oppose the plan. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0223 | 06/09/2017 | John H | Darley | | |
| 780 | Comments | | | | |
| The need for a railway halt/station - who would use this? This would do nothing toward 'the new strategy being Oxford specific'. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0228 | 01/09/2017 | Peter | Green | | |
| 790 | Comments | | | | |
| Against the proposal to build houses on PR8 and PR9 for 2480 houses. The problems facing Oxford City should be dealt with within its own borders. Elected to live OUTSIDE of urban sprawl which will create just that from Oxford towards Woodstock. The traffic grid lock will intensify on the A44 resulting in longer delays and extra air pollution. Our green belt area will be lost, never to be reclaimed, disastrous to local residents and even more damaging to wildlife. In Yarnton in recent years there has been flooding and sewerage risks and Rep do not think there is a well thought out infrastructure plan to deal with this issue. The proposed closure of Sandy Lane to through traffic will only increase traffic on the A44 and make journeys into Kidlington for shopping, banking, etc. even more difficult. You are proposing to change/destroy our way of life in this area. Plans are of no benefit to the residents of Begbroke and Yarnton. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0230 | 14/09/2017 | Lisa | Bullock | Network Rail | |
| 794 | Comments | | | | |
| Public footpaths within and on the outskirts of the site area. The following level crossings will be impacted: 1. Roundham – Private User worked Crossing with Miniature Stop Lights; 2. Sandy Lane – Public Highway Automatic Half Barriers3. Yarnton Lane - Public Highway Automatic Half Barriers. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0236 | 16/08/2017 | Martyn | Caulfield | Level 3 Communications | |
| 807 | Comments | | | | |
| Level 3's fibre optic network runs along the railway that passes through section PR8 of the Proposed Submission Plan. Is the railway unaffected by the proposed works and will Level 3 and its contractors will have unhindered access to our asset? Asset maps provided in support of comment. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|-------|-----|--|---|---|---|---|
| PR-C-0260 | 10/10/2017 | Rhian | Pye | | N | N | N | Y |
|------------------|------------|-------|-----|--|---|---|---|---|

5525

Comments

Increase in population - Yarnton is a village with approximately 1,350 houses with another 390 houses in Begbroke. The proposals from Cherwell District Council ("CDC") will be to build 1950 new houses on the Green Belt land that currently separates the two villages to the east of the A44 (Policy PR8) and another 530 houses on the Green Belt land to the west of Yarnton (Policy PR9). Clearly the combined size of the proposed developments on these two sites is inappropriate when considered against the size of these two villages. They will be dwarfed by the new development. Therefore it would suggest that the selection of sites PR8 and PR9 for this quantity of houses makes the proposed plans unsound. Merging of Begbroke and Yarnton villages - The proposed development at PR8 is entirely on Green Belt land and would result in there being only a narrow gap separating the villages of Yarnton and Begbroke of approximately 50 metres. There is also only a small gap between this enlarged development and Kidlington, meaning in effect that the three villages are merged into one large conurbation with an estimated population of around 30,000. The merging of these three villages would result in loss of individual character and would destroy the semi-rural nature of the area which is so enjoyed and appreciated by the current residents of these three villages. Housing density - The housing density of the larger of the two sites selected in this area (PR8) will be 45 houses per hectare. This is 50% higher than the density of houses built in the Cresswell Close/Pixey Close/Hay Day Close development in Yarnton a few years ago. When awarding planning permission for that development, CDC stated that the number of houses on that site must be restricted to prevent over development. Why has their policy now changed only a few years later despite the fact that the new development is to be built in the same location, i.e. Yarnton. Surely by their previous ruling, this proves that the proposed development is out of keeping with the local area and therefore the proposal should be considered to be unsound. High density housing will damage the historic setting of these two villages of Begbroke and Yarnton.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|---------|-----|--|---|---|---|---|
| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y |
|------------------|------------|---------|-----|--|---|---|---|---|

5575

Comments

The following section provides a response to elements of the Proposed Submission Plan (PSP) that relate to the sites included in Policies PR6 to Policy PR10 inclusive. The section also covers the Sustainable Transport strategy and Oxfordshire Infrastructure Strategy as covered by Policy PR4 and PR11. Evidence base documents reviewed. Detailed comments provided on: Location of site relative to the employment centres of Oxford, cycle and walking, Rapid Transit system, reliance on buses, return journeys from Central Oxford, commuter inflow patterns in Oxfordshire, review of RAG matrices, unfunded Transport Strategy, safety, loss of green space.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

| | | | | | | | | |
|------------------|------------|-------|--------|--|---|---|---|---|
| PR-C-0265 | 09/10/2017 | Ellis | Davies | | N | N | N | Y |
|------------------|------------|-------|--------|--|---|---|---|---|

5550

Comments

This development is in essence the building of a garden city in the Greenbelt. It has housing, business premises and recreational facilities and has no relationship with Begbroke, Kidlington and Yarnton. There is no shortage of housing in Begbroke, Yarnton and Kidlington. Provision for a shop etc. is outside the scope of providing the unmet needs of Oxford. A good proportion of this housing could be met by using the existing brownfields sites and using Compulsory Purchase Orders in the existing villages and elsewhere in Cherwell District. The development of this site will be more than double the sizes of both existing villages. With Begbroke being a small parish the development will change form a small rural village parish to a suburban more appropriate to a city. There will be no recompense for Begbroke parish losing its rural land for building houses. Nothing has been stated on which parish will get the precept. What is the purpose of new schools and where is this funding coming. I am not aware of a shortage of schools. If current schools have limited spaces then why not develop and improve existing school so that they can account for the new capacity that is expected. This is not to do with the unmet housing needs of Oxford City.

Changes Sought

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|-------|---------|--|--|--|--|---|
| PR-C-0271 | 09/10/2017 | Lynne | Whitley | | | | | N |
|------------------|------------|-------|---------|--|--|--|--|---|

4410

Comments

Not consistent with National Policy. Not Justified. The 'exceptional circumstances' justifying this removal of GB listed at para 5.17 (page 66) are implausible and represent a bad planning exercise to shoehorn in a sufficient number of homes close to Oxford City without regard to the identity of the existing villages of Yarnton and Begbroke and without effective infrastructure.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|---------|--|--|--|--|---|
| PR-C-0271 | 09/10/2017 | Lynne | Whitley | | | | | N |
|------------------|------------|-------|---------|--|--|--|--|---|

4411

Comments

Not Consistent with National Policy. Site lies wholly within Oxford GB. Cherwell Local Plan 2011 - 2031 ESD 14 seeks to prevent the coalescence of settlements and has a strong role in preventing the coalescence of Yarnton, Begbroke and Kidlington. PR8 has been titled 'Begbroke' despite the bulk of the proposed housing lying in Yarnton Parish and being adjacent to the existing Yarnton settlement. Where the 'separation' of Yarnton and Begbroke would be is not obvious. Cherwell Local Plan 2011 - 2031 Policy Villages 1 categorises Yarnton and Begbroke as Category A villages only allowing minor development, infilling or conversion in, or alongside these villages.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|---------------|--------------------|--|--|--|--|---|
| PR-C-0273 | 29/08/2017 | David & Sarah | Thornhill & Ablett | | | | | Y |
|------------------|------------|---------------|--------------------|--|--|--|--|---|

860

Comments

Strong objection to the proposed erection of 1950 dwellings in Begbroke and 530 dwellings in Yarnton. Both Yarnton and Begbroke are dispersed settlements: infilling could ruin the character of the village while estate development would overwhelm it. The protection of Begbroke and Yarnton's visual, historic and archaeological qualities is also supported by the National Planning Policy Framework, which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Building what amounts to be the largest high density development in the area; merging the sizeable town of Kidlington with the villages of Begbroke and Yarnton will destroy the unique character of these villages entirely, with the loss of the surrounding GB areas which give the villages their identity, rather than becoming part of yet more urban sprawl. Whilst pressure from Oxford DC for the development in Cherwell DC is considerable, mainly for housing city commuters, it has been successfully resisted in similar cases by Vale of the White Horse DC re the large area of brown field land adjacent to the BMW plant, amongst other areas. The reasons for rejecting those schemes included the inadequacy of the local lanes to accommodate even small increases in traffic, and because road widening would destroy ancient field boundaries. There is concern about Cherwell DC's proposals to increase bus services in order to facilitate the proposed developments by closing one lane of the already busy dual carriageway (note: traffic surveys have been averaged over a 12 hour period, ignoring the rush hour bottlenecks that occur at the Turnpike roundabout / following bridge and roundabout on the A44 prior to Pear Tree interchange) as a dedicated bus route. As cyclists, we are increasingly aware of the poor quality of both the road surfaces in the area due to volume of traffic and poor repairs, and the badly maintained cycleways. Increasing traffic through already congested roads will not improve this, and will most likely lead to more RTA's in the area. The proposed siting of the developments are particularly ill-considered: they are on greenfield sites used by many villagers and tourists for recreation and walking dogs. Building here would both diminish the striking views available to locals and new developments would be prominent from many areas of the village. Furthermore, there is no need for this kind of 'open market' housing in the village, which has already seen several 'new' estates being built in recent years. Cherwell DC has more than five years' supply of housing land in other larger areas (Bicester, Banbury, Kidlington etc.) to meet the requirements of its emerging Local Plan's policy. The villages of Begbroke and Yarnton already have enough housing developments: the only identified need is for affordable housing for residents who work locally, as recently confirmed by your Housing Department's Housing Needs Survey. As an alternative to this proposal, we would support the construction of further housing developments for both Oxford and London commuters (making use of Oxford Parkway Station) on, or near to the proposed Northern Gateway site, or other brown field areas which could be identified within the Oxford area, rather than build on GB land merging villages in to greater conurbations.

Changes Sought

Reasons for Participation

If this proposal is to be decided by councillors, please take this as notice that we would like to speak at the meeting of the committee at which this application is expected to be decided. Please let us know as soon as possible the date of the meeting.

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|------------------|------------|-----|--------|-------------------------------------------------------------------|---|---|---|
| PR-C-0304 | 20/09/2017 | Huw | Mellor | Carter Jonas on behalf of Newcore Strategic Situations III GP Ltd | Y | Y | Y |
|------------------|------------|-----|--------|-------------------------------------------------------------------|---|---|---|

896

Comments

Newcore support the proposed allocation within the general terms of Policy PR8. However, one specific matter as proposed within the terms of that Policy is challenged by Newcore - "Key Delivery Requirement 4. The provision of a primary school with at least three forms of entry on 3.2 ha of land in the location shown". The proposed primary school would come to occupy a disproportionately large area of the available site, which is currently in use as a fully functioning commercial garden centre, Yarnton Nurseries and seriously prejudices its operational capacity. This would in turn threaten the long term viability of the garden centre business. Newcore consequently oppose the proposed extent of the site, at 3.2 ha of land, being allocated to a primary school use; However, Newcore would not oppose the allocation of a primary school on the site per se, provided such allocation was limited to no more than 2 ha of its available area. This would then permit the garden centre business to continue on site in a viable manner, if so required. Newcore would also be prepared to consider an alternative location for the existing garden centre business entirely, elsewhere within the wider Policy PR8 allocation site area. This can properly form a part of any subsequent masterplanning exercise for the wider site, prior to any consequent planning application for the comprehensive development of the allocation site. Accordingly, Newcore submit that the terms of "Key Delivery Requirements 4", should be re-worded to the effect - "4. The provision of a primary school on a proportion of the site, not to exceed 2 ha of the available area to be agreed in consultation with the Education Authority".

Changes Sought

Reasons for Participation

| | | | | | | | |
|------------------|------------|--------|-------|------------------|---|---|---|
| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | Y |
|------------------|------------|--------|-------|------------------|---|---|---|

901

Comments

Historic England welcomes the reference to the Begbroke Conservation Area as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework.

Changes Sought

Reasons for Participation

| | | | | | | | |
|------------------|------------|--------|-------|------------------|---|---|---|
| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | N |
|------------------|------------|--------|-------|------------------|---|---|---|

908

Comments

The site "Land East of the A44" includes the Grade II listed Begbroke Hill Farmhouse and abuts the Oxford Canal Conservation Area to the east. The Grade II listed Tudor Cottage is located just outside the site. Historic England therefore welcomes requirement 39 in respect of the Begbroke Farmhouse. Historic England also welcomes the presumed intention behind requirements 25 and 26 of Policy PR8 for the application to be supported by a Heritage Impact Assessment which will "include measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Oxford Canal Conservation Area and the listed structures along its length" and a desk-based archaeological investigation which may "then require predetermination evaluations and appropriate mitigation measures" as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework. However, requirements 25 and 26, as drafted, only requires the Heritage Impact Assessment to include these measures and only notes that the archaeological investigation may require predetermination evaluations and appropriate mitigation measures respectively. It does not require these measures to be incorporated in or to influence the actual development scheme. The policy therefore provides inadequate protection for the Oxford Canal Conservation Area and listed structures along its length and potential archaeological remains on the site. As the Council will be aware, paragraph 126 of the National Planning Policy Framework requires local planning authorities to recognise that heritage assets are an "irreplaceable resource" and "conserve them in a manner appropriate to their significance". Paragraph 129 notes that the significance of a heritage asset can be affected by development affecting its setting. Historic England therefore considers that Policy PR8 as written does not conform with the Framework and thus is not sound.

Changes Sought

Reasons for Participation

Requirement 25 of Policy PR8 should be reworded as follows: 25. The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Oxford Canal Conservation Area and the listed structures along its length. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme." Requirement 26 should be reworded as follows: "18. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme". (Discussions with the Council are ongoing at the time of submitting this representation, but early indications are that the Council will consider rewording these requirements as suggested as minor modifications. If it was to do so, Historic England's objections to these requirements would be overcome).

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|---------|------|--|--|--|--|---|
| PR-C-0306 | 10/08/2017 | Anthony | Hall | | | | | N |
|------------------|------------|---------|------|--|--|--|--|---|

917
Comments

Key Delivery Requirements' on all these policies are nothing more than a fig leaf. It is perfectly obvious the developers will agree to some or all of them and then will renege on them. This always happens. 50% affordable housing will be thrown out of the window as it has been in Templars Square where 50% has magically transformed into 23%. Similarly, developers never actually deliver infrastructure like schools, community centres or roads that are wide enough. The 'Place shaping principles' in these policies are valueless: there are no measure by which they might be enforced. How can one tell, for example, whether an extension "responds to the 'gateway' location of the site". It's gobbledygook. PR11: This is completely empty. 'Working with partners' does not guarantee anything except that you have no control over the outcome. Nor does 'setting out the Council's approach'. Its all very well having the development proposals demonstrate that infrastructure requirements can be met - it does not mean they will be met.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|--------------|--------|--|--|--|--|---|
| PR-C-0327 | 08/09/2017 | Wendy & John | Castle | | | | | N |
|------------------|------------|--------------|--------|--|--|--|--|---|

963
Comments

Concerned about the implications of the projected growth of Kidlington. The Village would potentially merge with Yarnton and Begbroke and become a suburb of Oxford. The majority of the clusters of employment within Oxford are not located in the northern section of the City. Therefore, it seems unjustifiable that a village to the north appears to be the main target area for the City's housing demands. In order to get from Kidlington to Cowley or Headington potential workers would need to circumvent the City or drive through it. Either way it would add unnecessarily to the traffic congestion. It is unlikely that the provision of more housing in Kidlington will alleviate the housing needs of Oxford City. Kidlington, especially since the opening of Oxford Parkway station, has increasingly become part of the expanding commuter belt for people who work in London. The argument that it will provide accommodation for people working in Oxford is not substantiated as a high percentage will be to accommodate London commuters. Many of the existing properties in Kidlington, particularly those at the lower end of the housing market, are already in the hands of 'Buy to Let' landlords charging extremely high rents. They are therefore well out of the reach of first time buyers or for rent by anyone earning the National Average Wage. It is extremely unlikely that any additional accommodation built in Kidlington will come under the category of 'Affordable' housing. Kidlington already has severe traffic problems. The proposed additional housing would greatly increase the amount of traffic using these roads. Anyone travelling to or from Oxford during peak hours is only too aware of the present long queues through Kidlington and any further increase in the number of dwellings would result in complete traffic chaos. The development of the identified Kidlington sites would have an immense and detrimental impact on the local educational, shopping, dental and medical amenities which are already extremely stretched. There are also completely inadequate facilities for the existing children and young people in the area. The proposed increase in households would result in a corresponding increase in the number of young people needing to use the sparse facilities available and a likely increase in the problems associated with anti-social behaviour.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|--------------|--------|--|--|--|--|---|
| PR-C-0327 | 08/09/2017 | Wendy & John | Castle | | | | | N |
|------------------|------------|--------------|--------|--|--|--|--|---|

5157
Comments

Concerns on the areas designated as PR7a, PR7b and PR8. These proposed developments would join up the present villages of Begbroke, Yarnton and Kidlington. The total number of houses that are proposed to be built appears to be a total of 2280, of which 1950 are located on land to the east of the A44. These constitute an extreme over development and would cause havoc to the road, school and medical facilities. It appears that the plans for PR7a and PR7b (Kidlington) do not have provision for additional educational and medical facilities. Cannot envisage how a further 330 households are to be incorporated into the existing schools and GP surgeries. These are already extremely overstretched and the wait to secure an urgent GP appointment is 3 to 4 weeks, with 4 to 6 weeks for more routine matters. The plan for PR8 to support 1950 additional households is not viable. Notes that the plan includes 2 primary schools, a secondary school and a local centre to include shops and medical facilities. However, past experience shows that these aspects of a development scheme frequently 'fall by the wayside' and do not materialise. What usually happens is that the houses are built and occupied long before the infrastructure is developed. The community is left to try and absorb the additional demands and this puts a tremendous strain on the existing and new communities. There is also the extreme difficulty in attracting GP and teaching staff to move into the area. It is unclear which village would be expected to provide the educational places and medical support when these new houses are occupied. Suggests that as Kidlington is the larger village it would be expected to pick up the surplus. Notes that 50% of these new houses are designated as 'affordable housing'. What affordable housing means is subject to speculation and these are likely to become 'buy to let' or to provide homes for London commuters. In these cases are there stipulations that they must be allocated to local people? This proposed development is not a realistic requirement and is unsustainable. Not only would the infrastructure be completely overwhelmed but we do not believe that improvements could, or would, be made to even partly cope with the demands this would make on the area. The already severe traffic problems would escalate with schools, dental and GP services being completely swamped. Concerns regarding the proposed development of Cowley Barracks to provide student accommodation. If Oxford City is desperate to supply additional housing surely they could 'compulsory purchase' the site and provide at least some of the housing they require. This would also be close to the major employment areas. Opposed to the Green Belt being eroded.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|

1101
Comments

In order to increase footfall to Kidlington Village Centre it is important that some of this development is located much closer to the village centre. One such site is the J A Pye (Oxford) Ltd land at Webb's Way (as indicated on the attached Site Location Plan L02) and there are also other potential sites that could be allocated, as indicated in the council's HEELA and Green Belt Study. Allocating the land at Webb's Way would also enable a significant contribution to be made towards providing green infrastructure in the area in accordance with proposed policy PR5, which requires development proposals meeting Oxford's unmet need to show how multi-functioning Green Infrastructure can be provided including the restoration or re-creation of habitats; biodiversity enhancements; informal and public open space and movement corridors. The Landscape & Visual Appraisal (January 2017) carried out by Aspect, which is submitted with these representations, indicates that the south western part of the site is well contained, being adjoined by residential development on three sides and a hedgerow on the other and has the capacity to accommodate sensitively designed residential development. The north eastern part of the site is more open and this part of the site would be a suitable location for landscaped public open space and wildlife habitats.

Changes Sought

Reasons for Participation

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|

1104

Comments

Appendix 4 of the council's HEELA states that the site (HEELA168) 'is considered to be unsuitable for development as the site is an important open space within the Church St Conservation Area & provides a rural setting for the church and its environment.' While it is accepted that this is the case with the outer fields which are not proposed for development, it is not the case with the inner field, which is screened by a continuous thick hedgerow on its eastern boundary. Aspect's comments on the potential impact on the Conservation Area are contained in paragraph 3.7 of the Landscape & Visual Appraisal of Land at Webb's Way (January 2017) , where they state that: 'It is considered however that, on the ground, the south western part of the site is not readily perceived and does not appear to contribute to the setting of the Conservation Area, particularly when compared to the more open network of fields to the north east which are publicly accessible and from which views towards the church are available. This part of the site does not appear to be related to the listed buildings or the setting of the Church or Mill End. It is acknowledged that the proposals will change the character of the site, however, various post- war residential developments to the south east and north west of the site, immediately adjacent to the Conservation Area and the listed buildings of Mill Street have been integrated without harm to the setting of these buildings or the wider designation. It is considered that a sensitively designed development can be integrated without compromising the perceived landscape setting of the listed buildings or Conservation Area. '

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

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|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|

1105

Comments

It is not considered therefore that the impact on the Conservation Area is a valid one for rejecting allocation of the Webb's Way site. The Council acknowledges that the Webb's Way site is located in a suitable location to accommodate Oxford's unmet need and has good access to services and facilities in Kidlington. Although the Webb's Way site is a relatively small site, it is important to allocate a mix of housing sites, as smaller sites have the benefit of enabling development to come forward at an early stage in the plan period as significant infrastructure provision would not be required, thereby enabling an early contribution towards meeting Oxford's unmet housing need. In addition, the impact of developing a small site adjoining the existing settlement of Kidlington would have a much smaller impact on the purposes of the Green Belt than the large areas which it is proposed to allocate under policies PR6a and PR6b, which are located in a critical location in the Kidlington Gap as set out in the accompanying Green Belt representations. It is therefore considered that the failure to allocate land at Webb's Way, Kidlington does not represent the most appropriate strategy when considered against the reasonable alternatives and the plan is therefore unsound in this respect.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

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|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
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1100

Comments

Much of the land proposed to be allocated to meet Oxford's unmet need is not located close to existing service centres. As a result new service centres are proposed to be created under the allocation policies for Begbroke (policy PR8) and land east of Oxford Road (policy PR6a). The effect of this is that these new developments will not be served by or support the important Kidlington Village Centre. This would conflict with the aspiration of the Cherwell Local Plan 2011- 2031 Part 1 policy Kidlington 2, which is entitled 'Strengthening Kidlington Village Centre,' which states that it is proposed in part 2 of the Local Plan to expand the geographical area defined as Kidlington Village Centre, with the aim of supporting the viability and vitality of the existing village centre and encouraging economic activity. This is also the aspiration of the adopted Kidlington Masterplan, Theme 3 of which is 'Strengthening Kidlington Village Centre,' with the objective being: 'To strengthen the Village Centre, increasing its mix of uses and vitality and its attractiveness to local residents, employees and visitors as a place to shop, work and spend leisure time during the day and evening.' None of the proposed allocations to meet Oxford's unmet need, which amount to a total of 4,400 dwellings, would help to achieve this objective, however, as they are all located well away from Kidlington Village Centre, with the most significant amounts of development being allocated on the northern edge of Oxford; and at Begbroke and Yarnton.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

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|------------------|------------|-----|--------|--|--|--|---|--|
| PR-C-0438 | 07/10/2017 | Jim | Briden | | | | N | |
|------------------|------------|-----|--------|--|--|--|---|--|

1114

Comments

Object to PR8 where it nearly closes the gap between Yarnton and Kidlington north of Sandy Lane. The proposal to close Sandy Lane as a highway is unjustified and betrays contempt for the residents.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|-------|------------|--|---|---|---|---|
| PR-C-0457 | 09/10/2017 | Aidan | Applegarth | | N | N | N | Y |
|------------------|------------|-------|------------|--|---|---|---|---|

490

Comments

The duty to co-operate has been misunderstood by CDC Executive Committee Members as a duty to agree, which by virtue of National Planning Practice Guidance (6th March 2014) it is not. The video evidence of the vote attests to key members feeling co-erced into approving the initial Plan which they voiced as doing begrudgingly. By not showing worst/mean/best case scenarios within the consultation documents (e.g.. the Transport Assessment) there is a clear bias in the proposals which is not addressing adequately the true impact. The rep includes a very detailed response which elaborates on this summary of the main points raised. The Plan takes root in the Strategic Housing Market Assessment (SHMA) which was written in March 2014 based on data from 2013. The economic claims of the SHMA were already considered optimistic but have since been overtaken and discredited by Brexit and the consequent downturn in the economy, which the Office for Budget Responsibility and the Treasury see as 'flat' to 'low' growth for the foreseeable future. Given that the SHMA (3.39) has projected housing need at 40%+ above past demographic trends to meet its expected (and now overblown) economic growth, the SHMA itself should be revisited to take account of the material adverse change in circumstances since it was drafted. Unmet housing numbers for Oxford accordingly require a material correction. The scale of the proposed development is excessive and coalesces the villages of Begbroke and Yarnton to form an urban neighbourhood. This is neither necessary (given the overblown SHMA) nor an appropriate use of the green belt (per NPPF guidelines for "limited" development which benefits the "local" community). Plans need toning down significantly or dropping altogether. The Transport Assessment (July 2017) makes critical investment recommendations without which the proposals are unsustainable. A key critical investment being the A44 Southbound bus lane from Begbroke to Loop Farm Roundabout has not undergone any feasibility study yet has the constraints of 1 railway bridge, 1 canal bridge and adjacent private properties, making it a very unlikely or otherwise significantly disruptive and costly investment to provide. I suggest a formal feasibility study and costing is a pre-condition before any shovel breaks the dirt on development build. Finally, it is clear that Councils lack power to commit developers to the level of affordable housing that is needed, yet the Local Plan has no merit or credibility if in the end it fails to deliver the requisite level of affordable housing (after adjustment for SHMA correction). The Council and the developers need to be held to account to deliver the mix of affordable and other housing that the public eventually sign up to so, unless Councils are given authority to build for themselves, appropriate Performance Bonds for 5% of development value in favour of the affected parishes should be a pre-condition of any allocation of affordable housing quota in those parishes.

Changes Sought

Reasons for Participation

To date this Local Plan has been pushed through with a haste, in the mistaken belief that the duty to co-operate is an obligation to agree to Oxford's demands. The video of the CDC Executive Membership vote (June 2017) - available through the CDC website - evidences the failure of our elected representatives to apply an adequate constructive challenge - in public debates on this matter I have found myself having to explain its complexities to others and am able to apply a factual rather than an emotive challenge. Furthermore, it is not believed that the CDC Chair Barry Wood is acting in the public interest: his responses to questions at a public meeting in Kidlington on 21st September betrayed a naïve weddedness to the SHMA, despite a material change in circumstances since it was written in 2014. His appears to be an undue influence on the CDC Executive Committee. This is a sensitive issue for all concerned and needs an independent voice to ensure emotive rhetoric does not disguise or overshadow fact, and to allow a constructive approach to finding a workable solution.

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| PR-C-0463 | 01/10/2017 | Imelda & Michael | Roberts & Hopkins | | | | | |
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1136

Comments

Strong objection to the development of land east of the A44 (Policy PR8) and the land to the west of the A44 (Policy PR9). By developing the green belt on these sites Begbroke, Yarnton and Kidlington would become one big suburb of Oxford. The A44 will not cope with the extra traffic that these houses will generate. The introduction of bus lanes will not work because there is not enough room to install new lanes on both sides of the road. The main areas of employment in Oxford are at the car factory and the hospitals and the majority of people will travel by car as it is too far to cycle or walk. The schools in Yarnton and Kidlington are stretched now. Even if you include plans for a new school, how will you staff it? Similarly, the doctors surgeries are stretched. How will you employ new doctors to cope with the extra people? This land floods already. How will the new homes affect this? Where will all the water drain to? How will this affect both new and existing properties? How much will these houses cost? If the press is to be believed and the houses in Barton Park, Headington range from £300,000 to £600,000, it is likely that these houses will be a similar price. No one will be able to afford them. People who have £600,000 to spend on a house are not going to buy one in the middle of a high density estate where up to 50% is social housing. Why do Oxford City Council need so many houses on Cherwell land? In your booklet it states that Oxford has a need for 28,000 new homes to be provided between 2011 and 2031. All of these calculations were done before Brexit. If immigration is controlled - which is one of the things the majority of the country voted for when they voted to leave the EU - the whole country will not need so many new homes. It has been proposed to close Sandy Lane to through traffic. To travel from Yarnton to Kidlington by an alternative route (i.e.. Langford Lane or Frieze Way) adds over three miles to each journey. As quoted by the National Planning Policy Framework part of the purpose of the Green Belt is to stop urban sprawl and to preserve the setting and special character of historic towns. Yarnton is a historic village, over 5000 years old, surely it should qualify to be protected.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|----------|--|--|--|---|---|
| PR-C-0471 | 08/10/2017 | Richard | Whitlock | | | | N | N |
|------------------|------------|---------|----------|--|--|--|---|---|

1153

Comments

Sites PR8 and PR9 will effectively amalgamate Kidlington with Yarnton and Begbroke. The two smaller villages will lose their identity and become swallowed up in greater Kidlington. The proposed development would bring far more traffic onto the A44 and the junction at Peartree which is already overloaded and congested. To propose more housing in this location, which is not well served by road or rail, and just allocating "land for a future railway halt/station" and a "local centre" as hopeful palliatives to reduce car use, is ignoring the realities of new estate building by developers.

Changes Sought

Reasons for Participation

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| PR-C-0473 | 30/09/2017 | Dianne | Jones | | | | | |
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1156

Comments

The scale of the proposed development between Begbroke and Yarnton and beyond is overwhelming. The amount of traffic on the A44 has already increased in the past year. The green belt along the back of Fernhill Road separating Begbroke and the development is not wide enough. There is a greater risk of flooding due to the fact that Rowel brook will not be able to cope with the volume of rain water because there will be a concrete jungle not far away. The rain water has to go somewhere and also settles in the field next to the brook for a long period of time and that could have a devastating effect on the properties along Rowel brook. The land expansion of Begbroke Science Park is not acceptable. It should be moved more towards the railway line so it doesn't affect people living along Fernhill Road and the expansion is far too big. The closure of Sandy Lane is crazy because that route is well used to Kidlington and back and it would take pressure of the A44.

Changes Sought

Reasons for Participation

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|------------------|------------|------|---------------------|--|--|--|--|--|
| PR-C-0481 | 06/10/2017 | Mark | Rowan-Hull & Family | | | | | |
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1598

Comments

There is categorically no need for community woodland. This would interfere with the existing beautiful open landscape. There is already a huge abundance of swathes of public woodland stretching right through Yarnton to Bladon and Woodstock and back towards Cassington and Long Hanborough. The idea of creating woodland, in light of the aforementioned, for a local school blatantly disregarding the special unique ancient hedgerows and landscape already in existence, in a move to cover up the negative effects of developing is completely ludicrous. The Council needs vitally to stand up and vehemently protect this important piece of land for future generations.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-0510 | 08/10/2017 | Rachel | Walton | | | | | N |
| 1218 | Comments | | | | | | | |
| GB is designed to protect from overdevelopment. IF PR (land to the East of the A44) is permitted under the Local Plan, the three villages of Kidlington, Yarnton and Begbroke will coalesce and lose their individual identity to the detriment of all residents in those villages. This GB should not be sacrificed as it will irrevocably damage the countryside, wildlife and biodiversity of North Oxfordshire, reducing quality of life for local residents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | | N | Y |
| 1253 | Comments | | | | | | | | |
| Provision of appropriate facilities for outdoor sport is cynically included to build the development case. (detailed map provided) This is an exception detailed in National Planning Policy. Begbroke -There is a clear boundary already as shown in associated photograph. This proposal takes development up to FP 7. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | | | | | | |

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| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | | N | Y |
| 1250 | Comments | | | | | | | | |
| Gives pictures in the letter to demonstrates Sites PR9 PR8 & PR3e together rather than in isolation and the devastating effect on the green belt. Does policy PR3e protect Begbroke? No. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | | | | | | |

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| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | | N | Y |
| 1248 | Comments | | | | | | | | |
| 3 photographs provided to clarify Green Belt around Begbroke & Yarnton (PR8), Footpath Begbroke and Spring Hill (PR3e). Reduction of green belt in Begbroke & Yarnton1. Cherwell claim in figure 3, page 31 of its summary booklet, that the total area of Cherwell that comprises green belt would fall from 14.3% to 13.9%2. They also claim a 3% reduction in affected green belt. Whilst this is probably true it is not reflecting the real change in affected areas such as Begbroke, Yarnton and Kidlington!! Site PR08 will remove approximately 52% of green belt in Begbroke and Yarnton. Site PR09 will remove approximately 16% of green belt. Our residents do not want organisations or other landowners with vested interests to destroy out pleasant environment to satisfy their own interests. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | | | | | | |

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| PR-C-0525 | 02/10/2017 | Lynne | Whitley | Yarnton Parish Council | | | | N | Y |
| 1274 | Comments | | | | | | | | |
| Land East of A44 (Begbroke). This is wholly within Oxford GB. Cherwell Local Plan 2011-2031 Policy ESD 14 (p 114) seeks to prevent the coalescence of settlements & has a strong role in preventing coalescence of Yarnton/Begbroke/Kidlington. PR8 has been titled 'Begbroke' despite the bulk of developments lying in Yarnton parish. Just where the separation of Yarnton and Begbroke would be is not obvious. This despite Partial Review page 118, para 5.110, point 5 stating 'the necessity to retain the separate identities of Yarnton/Begbroke/Kidlington'. PR8 is not consistent with National Policy & thus unsound. Cherwell Local Plan 2011-2031 Policy Villages 1 (p 246) categorises Yarnton & Begbroke as Category A villages. PR8 is in contradiction with Policy Villages 1. The closure of Sandy Lane. OCC recognises this as an alternative route to A44 & A4260. It is important enough to be salted in winter. It is a vital link between Kidlington/Yarnton. No provision for an alternative, thus it is not justified and unsound. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| As the parish Council representing a village that will be affected greatly by the proposed developments, we would like the opportunity to participate in the oral part of the examination. | | | | | | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|-----------|------------|-------|---------|-------------------------------------------------------------------|---|---|---|---|
| PR-C-0528 | 06/10/2017 | Chris | Sheehan | Suzi Coyne Planning on behalf of Sheehan Haulage & Plant Hire Ltd | N | N | N | Y |
|-----------|------------|-------|---------|-------------------------------------------------------------------|---|---|---|---|

1293

Comments

Comment was made in January 2016 on the Issues Consultation Paper of the Partial Review - Oxford's Unmet Housing Need that there is a clear link between housing need, employment growth and other supporting infrastructure, and that this would include the need to provide new waste management facilities to meet Oxford's needs. The comments made clear that there is currently hardly any provision for the waste management industry at all in Oxford; that the scarcity of land in the city means that its waste management needs will have to be met outside the city; and that the only identified employment sites appropriately located - at Kidlington and Begbroke - would not be suitable for waste management use as they were specifically for high value employment needs. The development locations to be identified in the Partial Review should include employment land suitable for heavier industrial B2 type uses, that could then also provide potential options for the waste management industry to site facilities to meet Oxford's needs. Unfortunately, however, the Partial Review document does not make any allocation for new B2 use employment land. The only new employment provision (other than ancillary business development - use class B1(a) - at new local centres) is made within Policy PR8, but is only for the expansion of Begbroke Science Park (Key Delivery Requirement 15) to accommodate growth in research and high-tech enterprises. 3. The Oxfordshire Minerals and Waste Local Plan Part 1 - Core Strategy (OMWCS) was subject to examination in September 2016 and the Inspector's Report was issued in June 2017. The plan identifies a growing need for additional waste management capacity and the intention to identify new sites to meet this need. At the examination hearings it was accepted that it would not be possible to find new sites in Oxford for waste management purposes and given the further constraint of the Green Belt the area identified for locating waste management facilities to meet Oxford's needs (under policy W4) was therefore widened from a 10 mile radius of the centre of Oxford to a 15 mile radius ("the Oxford area") as a main modification to the plan. 4. In respect of the Cherwell District area of the county there are no available existing, no proposed new employment sites that would be suitable within the area where the County Council considers that new waste management sites to serve Oxford should be found. Furthermore the only sites that have been nominated for new waste management facilities within the Oxford area, and also within Cherwell District, are all Green Belt sites.

Changes Sought

In order for the Plan to be sound Policy PR8 should be amended as follows: The words "190 hectares of land" should be replaced by "203 hectares of land". There should be an additional key delivery requirement stating: "The reservation of 13 hectares of employment land for B2 and B8 class uses." The Policies Map should be amended to show the land east of the rail way line - the extent of which is as shaded red on the annotated copy of the existing Policy PR8 Policy Map below - removed from the Green Belt and identified as land reserved for employment. Further consequential changes would also be necessary to Appendices 1 and 2 of the Plan. These changes would remedy the failings in relation to the tests of soundness that have been identified at paragraph 11 of the comments in the preceding section 4, and would make the Plan legally compliant in respect of the requirement to have regard to national planning policy. Annotated copy of PR8 map is appended in the rep.

Reasons for Participation

Local employer whose interests will be directly affected by the policies of the Plan, and considers that it is very important to be represented at the hearings into the relevant issues, in order to help inform the discussions and ensure that its views are fully taken into account.

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|-----------|------------|-------|---------|--|---|---|---|--|
| PR-C-0535 | 05/10/2017 | Donna | Bennett | | N | N | N | |
|-----------|------------|-------|---------|--|---|---|---|--|

1314

Comments

Positively Prepared/Compliance with Duty to Cooperate? The unmet need for this project is unproven and likely overstated. It would have a devastating effect on beloved countryside that is strongly relied upon and used frequently all year round for walks and ensuring a healthier lifestyle amongst locals. It is a bold plan that lacks compromise and respect to the quality of lives in all surrounding areas, now and in the future. Development on this well utilised green spaced would be a serious offence to the GB national policy. The evident and frequent recreational use it provides to locals as well as the essential needs to the pockets of wildlife that are struggling to remain are totally disregarded in this plan. GB space is billed as such to cap the area(s) from inevitable demands of urban expansion even in so called "extreme cases". Decision making by any parties that stand to profit from the success of this planning on this protected GB space should be forbidden. This plan has no sensitivity for GB policies or the quality of lives living in the surrounding areas. The infrastructure plans are afterthoughts without acknowledgement to the current infrastructures that are rapidly deteriorating and under daily duress. Building on this precious and utilized green space for the temporary solution of unmet housing needs does not justify or outweigh the irreversible and negative consequences for current and future inhabitants.

Changes Sought

Changes to Plan 8 - so that it is more legally compliant and sound. 1. If using our GB areas is truly the only option for development then Cherwell should decline and point to other solutions such as: a. Brownfield sites within Oxford or further out. b. Current and numerous vast amounts of land either being reserved for commercial use (much of it not looking very utilised or successful). 2. The decision making process should be ultra sensitive and rigid to the aesthetics at risk and protect this area at all costs realising it's essential potential and use.

Reasons for Participation

I am a concerned as a long time resident that these plans will affect. I am also aware and understand these plans and their implications involving both current and future residents. I strongly believe I am competent and justified to be involved in ensuring that alternatives, and fair compromises are met

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|-----------|------------|-------|-----------|--|--|--|--|---|
| PR-C-0548 | 09/10/2017 | Clive | McDonnell | | | | | N |
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1362

Comments

Objects on the grounds that Paras 15 & 16 are unsound due to the failure to be positively prepared. The plan seems biased towards Oxford University who stand to make significant financial gain from selling GB for development and from extending their science park, with no regard for the local community. Para 18b, pg. 122, indicates more access points on the A44. This increases safety risk to pedestrians, exacerbating traffic flow issues and increased congestion. Considers the closure of Sandy Lane (Para 18f, pg. 124) and inappropriate strategy. This is a key route to Kidlington which reduces congestion on the A44. The consideration of educational facilities (additional High School). This should be independent of Oxford University to ensure no conflict of interest, or potential for creation of a selective school. Efforts should be made for the science park to improve links to the existing Marlborough & Gosford schools. Para 39, pg. 126 expanding Oxford University Science Park seems biased towards Oxford University to increase profitability and financial gains without consideration to local community needs. The lack of objective assessment and not being positively prepared makes the proposal unsound.

Changes Sought

Reasons for Participation

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|-----------|------------|---------------|----------|--|--|--|--|--|
| PR-C-0556 | 29/09/2017 | Kate and Mike | Hopcraft | | | | | |
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1381

Comments

Concerns over PR8 & PR9. This development is highlighted to meet an unmet housing need. The Plan highlights that they will be 50% affordable homes. Given that the total number of houses in Policy PR8 is 1950, if developers do stick to the 50% (which is unlikely) we were advised that then approx. 20% of the affordable housing (as in previous developments) has been allocated as keyworker housing & there is no reason for this development to be different. This equates to 195 KW houses, & is barely enough to meet the needs of the new schools proposed on the site, let alone supporting this kind of housing need within Oxford. Have significant concerns about the lack of infrastructure for car transport in PR8, increasing the already busy road on the A44 into Oxford with a single lane & narrowing to single lanes at all roundabouts. Concerned that the project will not meet the original aim of meeting Oxford's Unmet Housing Need. The houses will be sold to commuters or purchased for rental, not for local people to be able to get on the housing ladder, or meet the keyworker needs. What's more likely is a much smaller proportion of social housing than is included on the plans. It would be a travesty to lose the feeling of living in the countryside with the PR9 development meaning both sides of the A44 is flanked with houses. Causing increased journey times, queuing & traffic pollution for this development then to not meet the need.

Changes Sought

Reasons for Participation

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|-----------|------------|------|-------|--|--|--|--|--|
| PR-C-0560 | 04/10/2017 | Anna | Isles | | | | | |
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1391

Comments

Object to current plans for Policy PR8 – Land East of A44 (Begbroke) and Policy PR9 – Land West of A44 (Yarnton) shows no regard for the identity of the villages of Yarnton or Begbroke and no real effective infrastructure has been suggested (plans for bus lane improvements and rapid transport routes, for example, are unrealistic due to the physical width of bridges along the route and, of course, finance).

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|-------|----------|------------------|--|--|--|---|
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | | N |
|------------------|------------|-------|----------|------------------|--|--|--|---|

1426

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT (continuation)

c. Even if there were no reasonable alternative sites, and even if densities on allocated non-GB sites could not be increased, the release of GB land could be substantially reduced. The total GB land proposed to be released is 264 ha. 10 hectares is proposed to be released for the station and Park and Ride, which already exist on GB land. There is no obvious rationale for the release. The net GB land to be released for housing is 254 hectares However within this area only 153 hectares is proposed to be actually used for housing, with the rest being allocated for sport, nature, agriculture etc., all legitimate GB uses. On the residual land 3990 houses are proposed at a density of 26 dph (although an average of 34 is claimed in the Plan). If build densities were increased to urban levels – the Council's stated Policy is to treat these incursions for Oxford's unmet need as urban extensions – then 70 houses per hectare, utilising only 37% of the land would be appropriate. This would require only 57 hectares, all of which could be comfortably accommodated on PR8, the least damaging in terms of coalescence and the Kidlington Gap of all these sites.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|----------|------------------|--|--|--|---|---|
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | | N | Y |
|------------------|------------|-------|----------|------------------|--|--|--|---|---|

1420

Comments

Government Policy requires development in the GB to be the very last resort, only to be considered if there is no alternative. Cherwell has stood that Policy on its head by making building in the GB its very first choice, rejecting what it accepts were reasonable alternatives. Cherwell says that building as close to Oxford as possible trumps all other considerations. Since Oxford is surrounded by GB, that has led them to select not just GB sites, but the very closest GB sites to the City, at the Kidlington Gap, where the GB is most fragile, just a few fields wide. It is those few fields the Council plans to build on, flatly contrary to GB policy, and the known wishes of the overwhelming majority of its electorate. If the Council gets away with this plan, it will also, again contrary to GB policy, cause the merger of Yarnton and Begbroke into Kidlington; expose Kidlington itself to being engulfed by the predatory City Council which has sought to subsume it for at least thirty years; and also, by declaring that proximity to Oxford is itself an exceptional reason to build on the GB which surrounds the City, fundamentally undermine its very purpose, risking opening the whole GB to development.

Changes Sought

Reasons for Participation

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB we have considerable knowledge about its origins, purpose and ongoing relevance.

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | | N | Y |
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1421

Comments

CPRE is opposed in principle to the release of GB land – as is national planning policy. A very strong case therefore has to be made to establish the exceptional circumstances required for the release of GB land. The Cherwell Plan goes nowhere near making such a case; Cherwell's electorate strongly supports retention of GB land as does Government Policy. There are a number of reasonable alternatives. The houses to satisfy Oxford's 'unmet need' targeted at the Cherwell GB could not only, on the Council's own admission, be sustainably built elsewhere in the District on other sites, or by increasing the density of build on existing sites, but also, at least to a considerable extent, within the City itself. Failing that, if there were genuinely no available option other than release of GB, national policy indicates that Cherwell would be expected to decline to do so and require other Councils to co-operate in meeting the unmet need Cherwell itself cannot satisfy. Additionally, during the course of the consultation, the Government published a revised Objectively Assessed Need (OAN) calculation, showing a total Oxford need of half that identified by the Oxfordshire Strategic Housing Market Assessment (SHMA). If adopted the new formula would make it certain that Oxford could accommodate all of its own housing need, and therefore there would be no "unmet need" for Cherwell to meet. The proposed OAN also reduces Cherwell's own need by a third, meaning that even if there were any Oxford unmet need to be covered, it could be met within the surplus the new OAN creates in Cherwell's adopted plan. This review is therefore premature and should be suspended at least until new "need" figures are crystallised.

Changes Sought

Reasons for Participation

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | | N | Y |
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1419

Comments

Not Positively Prepared. Not Justified. Not Effective. Not Consistent with National Policy.

Changes Sought

Reasons for Participation

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.

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Proposed Submission Plan - Policy PR8 - Land East of the A44

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1424

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 1. Is the Oxford unmet need real or realistic? Cherwell argues that an “exceptional circumstance” exists in the Inspector approving the adopted plan having added a requirement for “a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford GB, “once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, IS FULLY AND ACCURATELY DEFINED”. (Our emphasis) It was our view at the time that the Inspector could have exceeded his remit as there was no evidence before him suggesting that further development in Cherwell was impossible without breaching the GB, nor of the precise quantum of Oxford’s unmet need (if any existed) or the capacity of other Districts to accommodate it. However it is relevant that he proposed a Review only AFTER Oxford’s unmet needs were fully and accurately defined. They still are not, and a review is therefore premature even on the Inspector’s terms. According to the City Council in a report to Scrutiny Committee (12th June), the agreed unmet need allocation, is used as a working basis for current local plans in Oxfordshire which will be updated when the Oxford Local Plan is completed. In other words it is presently neither fully nor accurately defined, as the Inspector had required it should be. Oxford has only now started its own Local Plan process to reflect the Oxfordshire Strategic Housing Market Assessment (SHMA), three years after it was published, and long after Oxfordshire’s other Districts. Its draft Local Plan gives no figure for unmet need, or for the City’s capacity to meet it. However, taking Oxford’s overall “need” to be for 28,000 houses over the plan period, CPRE argues that at least 26,000 could be provided inside the City itself by switching employment sites – the use of which for employment would only exacerbate the housing need the City Council describes as being its Number One priority to overcome – to housing, and increasing densities on all sites to compact city levels. That is even before the outcome of a review of further sites to which the City refers in its plan. (See Oxford/Densities paper attached) Consequently the Inspector’s condition, that Oxford’s unmet need should first be “fully and accurately defined” is nowhere near met, and, further, there would be little or no “unmet need” for other Authorities to consider. In any event, a “working assumption” of need cannot be an exceptional circumstance justifying GB release, especially when it is likely to be extremely inaccurate. Finally, during the course of this consultation the Government has proposed a new OAN formula to replace the SHMA (on which all the Review numbers are based). This new formula, if adopted, would reduce Oxford’s total annual housing need from a SHMA mid-point of 1400 per annum to 746, that is by 47%. This would in turn reduce “unmet need” by two thirds, even before taking into account that the City should use employment land to satisfy existing housing need rather than exacerbate it and build at densities appropriate to cities. The new OAN is at the very least further evidence that the level of unmet need this review seeks to satisfy is neither fully nor accurately defined.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.

Reasons for Participation

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PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1423

Comments

The NPPF states that one of its Core Planning Principles (para 17) is to take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the GBs around them, and noting (at para 79) that the fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open. Paragraph 83 states that once established, GB boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. The recent Housing White Paper, clarifies what the steps before a finding of “exceptional circumstances” should be, when local authorities can demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements. Amongst these “reasonable options” which Local Authorities must demonstrate they have considered before there can be the “exceptional circumstances” required for review/release of GB land are: • making effective use of suitable brownfield sites and the opportunities offered by estate regeneration; • the potential offered by land which is currently underused, including surplus public sector land where appropriate; • optimising the proposed density of development; and • exploring whether other authorities can help to meet some of the identified development requirement. Although not yet law, the White Paper illustrates how high the hurdle for exceptional circumstances must be, given that the NPPF’s “fundamental aim is keeping GB land permanently open”, and the need to show there are no “reasonable options” before considering GB release.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1427

Comments

DUTY TO CO-OPERATE - The SHMA is explicit that Authorities are not expected to meet OAN (Objectively Assessed Need) in full if e.g. it would necessitate Green Belt development. It has been the unforced choice – not the requirement – of Oxfordshire’s Councils to agree to meet the SHMA need in full despite wide swathes of Oxfordshire being GB and AONB. It is therefore incumbent on Councils to take on each others’ “unmet need” if it would otherwise require GB land to be released. As shown, Oxford’s unmet need is very far indeed from being quantified or crystallised, but, if it were, it would be the duty of other Councils to assist Cherwell in meeting its part of that need without releasing GB land, not least by assisting Cherwell to understand how to do so within its own borders. There is no evidence that this has been attempted. Finally, the new OAN calculation proposed by the Government during the consultation defines “need” as the figure shown in the Government’s own tables on household projections. This is overlaid in the proposed calculation with an arbitrary (and ill-conceived) uplift intended to reduce house prices. It is also accepted that local authorities may if they wish further inflate their housing targets to provide further economic growth than that already included in the government’s base tables. However, it is submitted that these latter two elements cannot be defined as “need” and neighbouring Councils have no duty to co-operate in meeting them.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1428

Comments

THE GB STUDY No great weight should be given to the LUC GB Study. Its purpose was not to determine whether any of the GB made no, or an insignificant contribution to, the purposes of the GB since clearly all of the GB land contributes, and the loss of any would be harmful. Rather, in its own words, the GB Study has been commissioned by Cherwell District Council to assess the suitability of the strategic sites being promoted for development against the five purposes of the GB. In other words the sites had been pre-selected, as we showed above, in the face of GB policy, and targeting the most fragile point in the entire Oxford GB. LUC continue The considerations that will determine the most appropriate scenario, or combination of scenarios, will largely relate to the existing or potential environmental qualities and value of land, and to the sustainability of residential development. This will enable Cherwell District Council to consider whether there are 'exceptional circumstances' (under paragraph 83, NPPF) to justify altering GB boundaries through the Local Plan process, i.e. to enable existing GB land to contribute to meeting Oxford's unmet housing need. That is, value is not primarily judged against GB purposes at all, but against environmental ones, and the sustainability of the land for housing development. LUC found that Release of areas identified as making a low contribution to GB could provide only 5.8ha of potential development land 4.13). Release of areas identified as making a low or low-moderate contribution to GB could, subject to consideration of cumulative impacts, provide 34.6ha of potential development land(4.14). Release of areas identified as making a low, low-moderate or moderate contribution to GB could, subject to consideration of cumulative impacts, provide 166.7ha of potential development land (4.15). Although as noted above, the judgment was largely not on GB grounds, moderate harm was considered acceptable in order to release a larger amount of land. LUC acknowledge that release of fragile GB 4.16 GB that occupies only a small/narrow area between separate urban settlements will tend to rate highly in terms of its role in preventing settlement coalescence. This exactly describes the land chosen for release; but LUC went on. However, if environmental assessment determines that this land lacks significant value then a case could be made for accepting the coalescence, or near-coalescence, of settlements in order to maximise the scale of development in one area. That is the, subjectively assessed low environmental value trumps urban sprawl and severe coalescence, the two founding principles of the GB. Further, they have targeted the very point at which the GB is already narrowest – the Kidlington Gap between Kidlington and Oxford – for release, directly creating the coalescence of two distinct settlements (It is material that Oxford itself is proposing to breach that same area from the South with a proposed development of St Frideswide Farm). The sites concerned are all at the exact point in the GB where coalescence of settlements (Oxford and Kidlington) is most threatened, with the built areas separated presently by a few fields. The proposed GB reviews, together with the release of the Parkway Station and Park and Ride would effectively merge the two settlements. Although Kidlington (population 13,000, 2011) is statutorily a village, it is larger than many towns, notably Thame (11,600) and Henley (11,700) in Oxfordshire.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1429

Comments

GB: CONCLUSIONS: 1. Government Policy and the Public Interest both require the GB to be permanent unless truly exceptional circumstances necessitate consideration of release. 2. Oxford unmet need is not an exceptional circumstance, firstly because it has not been defined and secondly because there are ample reasonable alternatives to accommodate it. 3. The LUC GB study was conducted on flawed principles and should be given little weight. 4. Cherwell have cited no other exceptional circumstances which hold any water – and their primary arguments – proximity to Oxford – is in fact a key argument for GB retention rather than release. 5. If at some future time an Oxford "unmet need" has been shown to exist and satisfactorily quantified, and if that requires any allocation to Cherwell, there are alternatives available to the District other than releasing GB land and therefore none should be released.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | |
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1422

Comments

The primary duty of a Local Authority must be to the people it represents. In an independent market research exercise, with a very high sample size, conducted across Oxfordshire by Alpha Research of Thame in April 2015 respondents were specifically prompted that there was considered to be a need for more housing, and of the extent and purpose of the GB, before being asked whether the GB, should be developed for that, or indeed any other, purpose. Their answers were therefore fully informed by recognition of housing need. 76% of respondents considered that the GB should remain undeveloped; 66% considered housebuilding the greatest threat. Although polls have something of a tarnished reputation, this has resulted from situations where marginal inaccuracy can lead to wholly incorrect forecasts in narrow binary decisions. In this case the sample size was so large and so representative, and the outcome so conclusive, that whilst there might be up to a 5% margin of error, this would not be capable of affecting the result, or its scale. Further, this is in line with previous polls, adding to confidence that it accurately reflects public opinion. The same exercise showed that in North Oxfordshire – closely correlating to Cherwell - the outcome was hardly less conclusive, with 71% of respondents supporting the proposition that the GB should not be developed for housing or any other purpose. This was despite years of constant media campaigning by the City Council that Oxford has "no option" but to spread over the GB unless people are to go homeless (a wholly fallacious claim). Despite the City's campaigning, 73% of non-homeowners, and 74% of C2DEs agreed that the GB should not be developed for housing. In other words, the people who would be expected to have been the most responsive to the City's campaigning rejected GB development almost as strongly as the general population. Indeed 73% of the City Council's own constituents rejected it. There can be no doubt that the people both of Oxfordshire, and of Cherwell itself, reject GB development in principle, and this must be given great weight in any consideration of doing so.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

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Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1425 | <p>Comments</p> <p>OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 2. If Oxford's unmet need were realistic could it be met elsewhere in Cherwell than in GB? a. Yes, it could be met on non-GB sites. Cherwell found that the required number of houses could sustainably be built elsewhere, outside the GB, at Junction9 M40, Arncott, Bicester and surrounding area, Upper Heyford, Junction 10 M40, Banbury and surrounding area. They rejected these alternative sites because they might upset the evolution of the current adopted plan – although why competent planners would not be able to deal with that problem, if real, is not apparent; because there might be shortfalls, although why these should be greater for Oxford's unmet need than for Cherwell's own need was not explained; and more dispersed options provided less opportunity for strategic infrastructure investment (e.g. transport and education), although why this would be the case for, for example, Upper Heyford which is already targeted and developed, or for other centres which already benefit from services, is not explained. The overriding reason for their rejection however was clearly that they were less well situated (than the GB sites) to build communities associated with Oxford, to assist with the delivery of the Oxford Transport Strategy, to provide affordable transport options, and more likely to involve commuting. It is significant that even GB sites like the previously developed Shipton Quarry, were rejected as Development here would relate to Shipton-on-Cherwell, not Oxford. Therefore the parcel plays no role with respect to this purpose (Oxford's unmet need). Simply put, this amounts to saying that all reasonable alternatives were unacceptable because they were not in the GB, or, if they were in the GB, were too far from Oxford. It is an argument that urban sprawl into the GB is justified by the fact that only GB sprawl could (by definition) be close enough to the City; in other words it is an argument not just for nibbling at the GB but for undermining its core purpose. It is clearly unacceptable in its own terms. Further, the proposed new OAN calculation would reduce Cherwell's own need by 33%. The effect of this would be that 33% of the housing trajectory in the Council's adopted plan would be superfluous to Cherwell's own requirement and therefore available to satisfy any unmet needs of neighbouring authorities that might arise. b. The unmet need could be met by marginal density increases on generally low density allocated sites. Policy BSC2 in the adopted plan states New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development. Yet Policy Bicester 1 allocates 380 hectares to just 6,000 homes which is 16 houses per hectare. Assuming for these purposes that 30 dwellings per hectare is the average across the District, the sites to which the present 22,800 homes are allocated would need to increase build density by just 5%, to 36%, to accommodate all of the "working assumption" of Oxford's unmet need. This would still be less than half the density of Central Paris or Barcelona, or Islington in London. Higher density build would also mean smaller houses, of which 63% of Oxfordshire's SHMA need is comprised, and thus better meet public requirements. High densities also reduce the need for car travel and create a stronger sense of community.</p> <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1418 | <p>Comments</p> <p>TRANSPORT - THE PROPOSED NEW STATION AT KIDLINGTON/BEGBROKE. The initial proposals for the development made great emphasis on the provision of a new railway station "between Kidlington & Begbroke", the implication being that this station would cater for the needs of residents to reach their places of employment in Oxford and that therefore the housing plans are more sustainable. The relevant railway line is that from Oxford and the south to the midlands and north via Banbury. It is intensively used with half hourly cross-country trains and frequent freights including regular intermodal trains from and to Southampton docks. There is also a local service of 12 trains per day each way (9 on Saturdays, 3 on summer Sundays, none on winter Sundays) calling at the intermediate stations at Tackley, Heyford & Kings Sutton. North of Aynho Junction, as far as Banbury, these trains all have to interwork with the three trains per hour on the Chiltern Line to and from London Marylebone. There are presently no proposals for a new station on this line, nor are there likely to be. Neither Network Rail, Oxfordshire County Council nor any train operator has any aspiration for a station here. It does not feature on any relevant route study or strategic proposal. For example, we note that no such plans have been included in the Oxfordshire Infrastructure Strategy, signed off by the Oxfordshire Growth Board in September 2017, which claims to 'provide a view of emerging development and infrastructure requirements to support growth from 2016 to 2031 and beyond'. This includes a description of numerous rail improvement projects both pre and post 2031, as well as listing infrastructure priorities for the A40 Corridor, but gives no mention at all to a new station in this area. Journey time for the local trains is 30 minutes and they only just slot in between the other services; in other words, a train leaving Banbury soon after the previous southbound train only arrives in Oxford just before the next one. To add an extra stop on the route would make this pathing issue even more tricky. It would be possible to accelerate the journey time with electric trains which have better acceleration and deceleration rates and thus allow an extra stop in the same timetable but although the previous government did announce a scheme to electrify this railway as part of its "electric spine" in 2012, this has been deferred and there is at present no prospect of this happening. Great Western Railway (GWR) operate the local trains and they do have an aspiration to increase the frequency to a train every 90 minutes across the whole day but it is only an aspiration, not a timed commitment. Even that frequency is not really sufficient to attract substantial numbers of commuters to use rail on a daily basis. For that a half hourly service level is, these days, a basic requirement. The station at Oxford Parkway, opened in October 2015 and connected to Oxford station in December 2016 has in any case now become the railhead for Kidlington, swathes of north Oxford, Headington and surrounding villages. The rail industry as a whole is thus utterly unlikely to wish to commit to another new station "between Kidlington and Begbroke".</p> <p>Changes Sought</p> <p>References to the station should be removed from the Plan as it is not deliverable within the lifetime of the Plan and therefore is not effective. Any element of development that is dependent on this station being delivered should be removed from the Plan as unsound. Plans for additional housing in north Oxford/south Kidlington should be put on hold until the Oxford to Cambridge Expressway route is settled, the East West railway is re-opened and the full extent of the expansion of Bicester is agreed, with its possible new transport infrastructure.</p> <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. We would like to attend the oral part of the Examination.</p> | | | | | | | |
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | | | N | N Y |
| 1440 | <p>Comments</p> <p>This Plan is contrary to the NPPF which states in paragraph 14 that Local Plans should meet objectively assessed needs unless specific policies in the Framework indicate development – including land designated as GB - should be restricted. It is also contrary to the twelve core land use planning principles set out in Paragraph 17 of the NPPF one of which is that planning should take account of the different roles and character of different areas, promoting the vitality of our main urban areas and protecting the GBs around them. Furthermore, National Planning Practice Guidance makes clear that assessing need is just the first stage in developing a Local Plan and that once need has been assessed, the local planning authority should take account of any constraints such as GB, which indicate that development should be restricted and which may restrain the ability of an authority to meet its need. Cherwell has accepted (or, more accurately, been pressured to accept) the inflated figures of the Oxfordshire SHMA in full and has never followed this guidance to "take account of any constraints such as GB Which may restrain the ability of an authority to meet its need". The proposed submission plan is therefore not consistent or compliant with national policy.</p> <p>Changes Sought</p> <p>The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.</p> <p>Reasons for Participation</p> <p>OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.</p> | | | | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|-----------|------------|--------|----------|---------------------------|---|--|---|---|

1441

Comments

We note that the plan calculates the loss of GB to be 3%. There is an implication here that the loss is relatively small and therefore acceptable. This is fallacious as is illustrated by the following example taken from a paper by Professor Dieter Helm, Chair of the Government's Independent Natural Capital Committee "Think about St James' Park in central London, set between Buckingham Palace at one end and Whitehall at the other. Suppose a developer comes along with a proposal; to build on a small plot on one corner of St James' Park. This developer might argue as follows. The marginal value of the patch of grass in a small corner is not that great. After all, all the rest is left. Better still, the developer might pay such an enormous price for the small bit of land that perhaps a hospital could be built elsewhere with the proceeds. The marginal value to the ultimate owner of this house is so great relative to the marginal value of the small corner of St James' Park that it makes marginal economic sense to build on it. There are two problems with this argument. The first is that the same marginal case can be made for the next small bit of St James' Park. Indeed the value to the developer is even higher now because the Park is now slightly smaller. And for the next bit, the argument just gets stronger. Carried to its limits there is a great marginal case for incrementally building all over St James' – and Hyde Park, and Regent's Park and indeed all the green spaces in London. That is indeed what would have happened if the market had been left to allocate the land as if St. James' was a private good. It is what would happen to the GB too. The second problem is that the reason why the land is so valuable is because it is not surrounded by other houses in close proximity. The very rich person who buys this house on the corner of St James' is paying so much because others are not able to do so, and because it is St James'. We cannot all have green spaces around our houses – green space is in fixed supply. Carry both of these arguments across to the GB. Each marginal bit has a marginal economic case for developing it, and as each bit is chipped away, the value of the whole public good – the GB system – diminishes. The core point here is that the marginal case if carried through to its logical conclusion leads to no GB – there is a good marginal case for building on each and every marginal bit of land, as there is for building on each and every bit of St James' Park." The loss of a small proportion of GB therefore increases the likelihood of further loss. GB should be considered as an entity or system not as a collection of individual land parcels. This is a further reason why we fully endorse Government Policy (NPPF para 79) that GB is a permanent designation.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

The Oxford Green Belt Network (OGBN) was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination in necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|-----------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1439

Comments

Strong disagreement with the assessment that "exceptional circumstances" exist. Twelve "circumstances" are listed. The final ten are not exceptional circumstances at all. Some of them might be described as "opportunities", some of them are simply descriptions of how development might occur, and others are meaningless, for example "12.the ability to create a sustainable, holistic, joined up vision for the whole of the Oxford/Kidlington/A44 corridor area". That statement certainly does not constitute an exceptional circumstance. Exceptional Circumstance 1 (urgent and pressing need for homes) is highly contentious. It is based on the assessment in the SHMA which has been heavily criticised and never validated. The proposed DCLG standardised methodology proposes a much lower level of need that takes account of affordability. Exceptional Circumstance 2 (clear inability of Oxford to meet its needs) is also unproven. Oxford's needs have not been established through its own local plan process and neither has its ability to meet its own needs. It is clear that alternative development strategies could accommodate a significant number of additional dwellings within the city. The submission document in proposing to develop in the GB is in complete opposition to the purpose of the GB and contradicts Local Plan Pt 1. The main purpose of the Oxford GB, (Local Plan Part 1 para B256), is to limit the growth of Oxford to avoid damage to its character and heritage. Oxford City Council itself should have a part to play in this by restricting the growth of employment generating activities to the minimum necessary. This would have the double benefit of releasing some land for housing and reducing the demand for further housing. However its currently proposed policies do the opposite. We have made this point in our representations to the recent Options consultation on the Oxford Local Plan. Alternative development strategies – which have been successful in the past – are possible for Oxfordshire, and include the diversion of growth away from Oxford towards the country towns. Oxford City Council should play its part in this. We also think it would be possible for the Oxfordshire authorities to promote the diversion of some economic growth to other parts of the country which would welcome and benefit from it – possibly through formal 'economic twinning' arrangements.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

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Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1438

Comments

Strong objection to all of the proposed development in the Oxford GB which "was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area." This quote is from paragraph B256 of Cherwell's adopted Local Plan Part 1 and we fully support it. We also support Policy ESD14 in the Plan to maintain the Oxford GB. The Oxford GB supports all five purposes set out in the NPPF and has been largely successful over the last sixty years. In particular it seeks to protect the setting and character of the historic city of Oxford. The reference to the character of the City, as referred to in Cherwell's Local Plan. is often overlooked but it is a crucial aim of GB policy. The historic city centre by its nature cannot be expanded or comprehensively redeveloped. It is already under substantial pressure and this is likely to become highly damaging if expansion on the edge of the city is not restricted. The City's never-ending traffic problems are testimony to this, and there have been calls for even the number of buses in the centre to be limited. The GB also provides accessible open space, footpaths and other recreational opportunities for residents of the city and for the communities within it. It is well used and supported as public opinion surveys have shown. GB is intended to be a permanent designation only to be changed in exceptional circumstances (NPPF). We think that that the overall levels of growth proposed are unnecessarily high and that alternatives to development in the GB are available. We therefore consider that exceptional circumstances do not exist to justify development in the GB.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth, at realistic levels, away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should a) discourage further employment generating development in the city unless it is absolutely essential and b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1442

Comments

We consider it to be a serious omission that at the options stage a question was not asked about the acceptability of development in the GB. This is probably the most important matter raised in this review. The plan may therefore be rendered procedurally noncompliant.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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| PR-C-0570 | 08/10/2017 | B A | Hughes | | | | N | |
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500

Comments

Believes the proposed submission to be unsound, not properly prepared, not justified and not effective. Objects to Policy PR3 The Oxford Green Belt, Policies PR8 and PR 9 propose removal of specified areas of land from the Oxford Green Belt. This is not consistent with national policy and therefore unsound. Particularly object to the building in the Kidlington Gap, the most vulnerable part of the Green Belt. This area need to be protected so that there is not a continuous urban sprawl from Kidlington to Oxford. There is not an exceptional case for building on the Green Belt as the housing overspill need for Oxford has been created by the City Council choosing not to use its own sites for housing and not ensuring that sufficient affordable houses are built.

Changes Sought

Reasons for Participation

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| PR-C-0590 | 02/10/2017 | Alan | Jones | | | | | |
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1485

Comments

The proposed destruction of Yarnton's Green Belt (PR8/PR9) to meet Oxford City's hypothetical housing need does not include any requirements of Cherwell D.C or reflect the wishes of the local community, and I submit that the exceptional circumstances required to join Yarnton, Begbroke and Kidlington to Oxford have not been demonstrated. Indeed, "housing need" met by the proposed extension to Begbroke Science Park seems as yet unexplained and of sole benefit to the University. Infrastructure proposals appear to have disregarded the effect of a further 1500(?) vehicles now forced onto the busy A44 at Yarnton (and the ensuing tailbacks from The Turnpike to Woodstock), or the needs of the solitary and already overstretched Health Centre in that village. Similarly, the proposal to build on land west of the A44 on the slopes of the appropriately named Spring Hill (PR9) has seen fit to ignore a history of flooding in Rutten Lane & Cassington Road (and more personally, in my garden!) and seems to assume that the addition of this extra and high density housing will not require a massive overhaul of Yarnton's ancient drainage system. I am sure other people have expressed their views on the need to protect our environment for this and future generations, and I would request that my name be added to that list.

Changes Sought

Reasons for Participation

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| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | N | |
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1532

Comments

This proposal is absurd and can lead only to increased car (if not public transport) miles and pollution. Sandy Lane must be preserved as an important link between the villages of Yarnton and Kidlington. It is already used as an emergency route in event of A44 and A4260 road closure. There is need for good pedestrian, cycle, wheelchair, and disabled person mobility vehicles access between Yarnton and Kidlington. An inexpensive option without closure of Sandy Lane exists already if only Yarnton (Green) Lane was appropriately developed, prioritised and restricted.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
| 1531 | <p>Comments</p> <p>PR8 Key Delivery Requirements, Para 1 gives housing density figure of 45/hectare. Policy PR9 Key Delivery Requirements: Para 1 gives a housing density of 35/hectare. This is significantly greater than any development in either Yarnton or Begbroke and is out of charter with the rural nature of the area. It's disappointing if not illogical that the area closest to Oxford City seen as Policy PR6b is given an average dwelling density of just 25/hectare.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
| 1528 | <p>Comments</p> <p>The concept of the GB is recognised as safeguarding to: - check the unrestricted sprawl of large built-up areas. - prevent neighbouring towns from merging into one another. - assist in safeguarding the countryside from encroachment. - preserve the setting and special character of historic towns. - assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Significant areas of Oxford GB would be developed resulting in urban sprawl extending almost continuously from the centre of Oxford in a straight line distance north westwards of some 8 miles to the northern edge of Woodstock. In particular, the villages of Yarnton and Begbroke. In the original Cherwell Local Plan 2011-2031 (Part 1) adopted in 2015, both villages were classified as Category A villages. CDC policy allows only minor development, infilling or conversion in, or alongside these villages. Extensive housing development alongside each village would effectively coalesce both into a single community with complete loss of individual identity. Both villages have identifiable historical value existing long before the Domesday book in which both are included. The area of Yarnton and Begbroke villages comprises approximately 1000ha. Significant portions (approx. 300 ha) of the existing bounded area are already unavailable for development as conservation, site of special scientific area, existing science park, flood plain, gravel extraction/settling lakes, existing habited space and businesses yet the document sets out to remove approximately 20% of the remaining as development space for Oxford City. The proposed developments are disproportionate and out of character with the rural setting and would more than double the number of dwellings presently in the two villages.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
| 1529 | <p>Comments</p> <p>Para 5.109 admits that development of this area will result in a significant reduction of the GB between Begbroke, Yarnton and Kidlington. Para 5.112, 3 makes appropriate comment regarding improved transport structure, but it is well known that there is no funding at this time yet transport infrastructure is already at saturation or in the case of pedestrian/cycleways is in such poor state of repair or absent that it is unsafe. For the significant pinch point between Yarnton Turnpike public house and south side of Pear Tree roundabout no solution is proposed. In addition, with the so called Oxford City Northern Gateway development and future link between the A40 and A34 in the area of Loop Farm will cause utter chaos if not absolute standstill to traffic north or southbound on the A44.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
| 1530 | <p>Comments</p> <p>Page 120 of the document, again headed Begbroke, begins Policy PR8 Land East of the A44. Policy authors are clearly unaware of local historic parish boundaries. The vast majority of the area under the heading Begbroke PR8 is actually in Yarnton parish. The opening paragraph describes the area as 'A new urban neighbourhood...' Will this be a whole, newly named community with revised civil boundaries and administration? Will residents pay Council Tax to Oxford City and be part of the city for administration? If these dwellings are for proposed employees working in Oxford City or University of Oxford Begbroke Science Park, will there be covenants preventing occupants travelling to London or other centres for employment? Appropriate reference is made to connecting public bridleways, but in spite of such allowed access we all know that maintenance to these is negligible and they soon become inaccessible to cycles, wheelchairs, mobility vehicles.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
| 1533 | <p>Comments</p> <p>There is no need for a railway halt (PR8 18 I). Public transport access to Yarnton, Begbroke Science Park and Begbroke to and from Oxford or towns north can be sustained with improved bus routing through the villages and along the A44 trunk road.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0640 | 05/10/2017 | Carole | Walton | | | | | |
| 1574 | <p>Comments</p> <p>The Local Plan mentions site PR8 having the Sandy Lane road through to Kidlington closed, but later in the document this road is mentioned as being open. Which is correct or does this mean the Council will change their minds over the whole plan once it has been accepted?</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
| 1623 | <p>Comments</p> <p>Exceptional circumstances have been demonstrated to justify the release of sites from the GB, including sites for housing to help meet Oxford City's unmet housing need. It is clear from the evidence base for Cherwell's proposed submission plan and from the Oxfordshire Growth Board evidence base that the release of sites from the GB is necessary to deliver the scale of housing required in a sustainable manner. However, there is a need to make efficient use of land released from the GB for housing purposes. Some of the proposed densities on sites released from the GB do not appear to make efficient use of this land despite their close proximity to Oxford and to sustainable transport infrastructure and services. By increasing the density on some of the GB sites and by developing the site covered by Policy PR3a Cherwell DC would achieve their target of meeting Oxford City's unmet housing need without requiring development at Woodstock South East (Policy PR10).</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Review of the proposed densities and the resulting site capacities of the sites to be released from the GB in order to ensure that efficient use is made of this scarce land resource. | | | To address cross-boundary issues with West Oxfordshire | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-0676 | 01/10/2017 | Mr G | Thompson | | | | | N |
| 1661 | Comments | | | | | | | |
| Policy PR8 is not consistent with National Policy and thus is UNSOUND .The site lies wholly within the Oxford GB. Cherwell Local Plan 2011-2031 Policy ESD 14 (page 114) seeks to prevent the coalescence of settlements and has a strong role in preventing the coalescence of Yarnton, Begbroke and Kidlington. Policy PR8 has been titled ‘Begbroke’ despite the bulk of the proposed housing lying in Yarnton Parish and being adjacent to the existing Yarnton settlement. Just where the ‘separation’ of Yarnton and Begbroke would be is not obvious. This despite Partial Review Page 118, Para 5.110, point 5 stating ‘the necessity to retain the separate identities of Begbroke, Yarnton and Kidlington’ Cherwell Local Plan 2011-2031 Policy Villages 1 (page 246) categorises Yarnton and Begbroke as Category A villages. The policy only allows minor development, infilling or conversion in, or alongside these villages. Policy PR8 is in complete contradiction of Policy Villages 1, and the Plan is inconsistent and thus, UNSOUND. 18f – The closure of Sandy Lane to motor vehicles. (Page 123).This road has long been recognised by Oxfordshire County Council as a key alternative route should there be problems on A44 or A4260. Its importance is recognised even to the extent of providing winter maintenance (salting) during cold weather. The closure of an existing highway, a vital link between Yarnton and Kidlington, without providing a suitable alternative route is just not justified. The proposal is UNSOUND | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0694 | 09/10/2017 | Elizabeth | McDonnell | | | | | N |
| 1714 | Comments | | | | | | | |
| Objection. Paras. 15 & 16 are unsound due to the failure to be positively prepared which requires such proposals to be objectively assessed. The plan indicates a bias and preferential treatment for Oxford University who have a vested interest in the proposal as they stand to make significant and substantial financial gains from both the sale of GB land for development purposes and proposed extension of their science park facilities, with little or no regard for the local community. Para 18b, p.122 indicates an increased number of access points to the A44 which represent an unacceptable level of increased safety risk to pedestrians in addition to exacerbation of traffic flow issues and increased congestion. Further exacerbated by the proposed closure of Sandy Lane to all traffic (p. 124 para 18f). Sandy Lane is viewed by residents as a key artery and route to Kidlington, which currently reduces congestion on the A44. As such I would question if this is the most appropriate strategy and therefore suggest it is not justified or positively prepared. A more effective solution would be to retain vehicular access to Sandy Lane, with development of Green Lane as a pedestrian/cycle only route which could be considered as a less attractive option from the perspective of Oxford University, questioning the objective assessment of the proposal. A further potential conflict of interest and appliance of subjectivity is inherent in the proposals in relation to an additional High School facility on the basis that it enables the Oxford University Science Park to forge strong local educational links. Consideration of education facilities should be independent of Oxford University to ensure no conflict of interest or subsequent potential for creation of a selective school. Efforts should be made to improve the working partnership between the Science Park and the existing schools (Marlborough and Gosford). Furthermore the reference to expansion plans for Oxford University Science Park (p.126 para 39) are suggestive of a bias towards the wishes of Oxford University to increase profitability and financial opportunities without due consideration of local community needs thereby making the proposal unsound in terms of lack of objective assessment and not being positively prepared. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Retain vehicular access to Sandy Lane, with development of Green Lane as a pedestrian/cycle only route. | | | | | | | | |

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| PR-C-0699 | 05/10/2017 | Mrs. J A | Burt | | | | | N |
| 5426 | Comments | | | | | | | |
| The Begbroke Lane restricted byway is a delightful walk between sites PR20 and PR24 which are open fields in the GB. The byway is probably one of the most heavily used walks as it is easily accessible to dog walkers, cyclists, families, the elderly and disabled and leads from Begbroke to the canal then on into Kidlington. If the above two sites were built on it would no longer be a delightful country walk which is so beneficial to mental health. East Begbroke is a small peaceful, safe village with no through roads. It is surrounded on 3 sides by sites PR74, PR20 and PR24 (the fourth side being bound by the A44). It would be devastating if this was swallowed up by Oxford City. Proposed building would contravene Cherwell District Council's policies: - Protecting and respecting the identity of individual settlements and the loss of village identity. - The need to consider the impact of additional housing on the provision of open space. -The need to protect and enhance biodiversity more generally and avoid wildlife disturbance. - To improve the health and well-being of the population and reduce inequalities in health. -To reduce crime and the fear of crime. - To protect and enhance landscape character and quality, and make accessible for enjoyment, the countryside. Oxford City is protecting its own green spaces - how can it be right that it is insisting on destroying ours? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0719 | 07/10/2017 | Jane | Applegarth | | | | | N |
| 1809 | Comments | | | | | | | |
| Strong objections to the proposed plans for Yarnton and Begbroke, in particular Policy PR8 (Land East of the A44), on the following grounds: The plans are UNJUSTIFIED• The change of economic circumstances following the Brexit decision and subsequent downturn in economic growth predictions renders the economic data and projections used for the 2014 Oxfordshire Strategic Housing Market Assessment (and therefore the basis for the Local Plan) invalid and in need of review. • New government housing targets are much lower – Oxford’s so called unmet need may already be covered without this plan. The current local plan should be halted while targets are reviewed.The plans are INEFFECTIVE• Transport infrastructure proposals are physically impossible and cannot be met, in particular the bus lane improvement along the A44 from Begbroke to Loop Farm due to the restrictive widths of the railway and canal bridge crossings as well as the underpasses at the Peartree roundabout. • The proposed change of use of Sandy Lane is completely preposterous. This is a key alternative route between Yarnton and Kidlington. Closure of this route to traffic will exacerbate already unacceptable congestion on the A44 during peak times. Surely a better solution for a pedestrian, cycle and wheelchair route would be the improvement of Yarnton Lane (adjacent to the Turnpike pub). • Policy PR8 proposes no more than the “opportunity for health facilities”. Given the current waiting times for an appointment at the already overburdened Yarnton Medical practice, proposing no more than an “opportunity” to serve an additional 2,400 dwellings is totally inadequate. • While Policy PR8 plans for secondary and primary schools, there is no mention of how these extra facilities will be funded or staffed, particularly in view of the current severe cuts to Oxfordshire schools funding.The plans are INCONSISTENT WITH NATIONAL POLICY• Policy PR8 proposes the removal of land from the Green Belt in order to build a “new urban development”. And yet the Cherwell Local Plan 2011-2031 categorises Yarnton and Begbroke as Category A villages. Therefore only minor development, infilling or conversion is allowable in or alongside these settlements. Policy PR8 will create an unrestricted urban sprawl, encroach on the countryside, eliminate the distinctive green space boundary between the two villages and cause loss of village identity and character. • The proposals seek to approximately treble the current housing stock of Yarnton. The scale of this housing plan is both excessive and disproportionate to the current environment. Furthermore, the proposed housing is not for local community needs, but to meet another Council’s alleged unmet housing needs. • The proposed plans are therefore in direct contravention of both Policy Villages 1 and the Five Green Belt Purposes and INCONSISTENT WITH NATIONAL POLICY. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| A better solution for a pedestrian, cycle and wheelchair route would be the improvement of Yarnton Lane (adjacent to the Turnpike pub, rather than closure of Sandy lane | | | | | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-0724 | 09/10/2017 | Stephanie | White | | | | | Y |
| 1820 | Comments | | | | | | | |
| <p>Agrees that the transport infrastructure in this area needs to be improved. The roads into and around Oxford are already over-crowded; traffic conditions are so bad that rep choose to cycle into Oxford each day, rather than driving, even though the cycle path is unlit and littered with broken glass, mud and potholes. The extensive roadworks in the north of the city seem to have done little to improve the situation, and many bus routes have been discontinued in recent years, leaving people with no choice but to use their cars. However, the District Council's Transport Assessment has assumed that its model of urban commuting is being applied to an urban environment (i.e. 25% walk, 25% cycle, 20% use buses). This is not even close to the true situation (as described above – cycling facilities are poor and many bus routes have been discontinued); the bulk of the affected areas for PR8 and PR9 have a majority Red or Amber status, meaning that more strategic transport investment will be required to mitigate the impacts of development. Furthermore, the roads between the proposed developments and the centre of Oxford include a railway bridge, a canal bridge and many adjacent properties, meaning that any attempts to widen or otherwise adapt the roads will necessitate length road closures and cause major disruption to roads that are already congested. Thus, the proposed development is Not Sustainable.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>Proposed changes to the plans In light of the objections outlined above, I would suggest:</p> <ul style="list-style-type: none"> • reviewing the housing forecasts on which the current Local Plan is based. As mentioned above, the calculations used to make these forecasts have been revised recently and the number of new homes required has fallen as a result. • looking to build on brownfield sites within Oxford itself. This would significantly reduce the impact on local transport infrastructure, and provide housing where it is actually needed. • looking to build on sites closer to the main industrial areas of Oxford (namely the City Centre, Headington and Cowley); again, this would reduce the impact on local transport infrastructure and increase the likelihood that these houses would be bought by people working in Oxford rather than people looking to commute to London. | | | | <p>I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector</p> | | | | |
| PR-C-0725 | 29/09/2017 | John | Carr | | | | | N |
| 1825 | Comments | | | | | | | |
| <p>Specific concerns include: Loss of Green Belt, open countryside, views and walks and the impact on nature. The whole purpose of the Green belt was to check urban sprawl, to stop towns and villages merging and to safeguard the countryside and its historic settings. Implication for flooding and excess pressure on drainage, already a problem in parts of the village due to the housing development adjacent to the Cassington Road and the run off from Spring Hill. The impact on local road traffic, which is already a major problem through Rutten Lane and the adjacent roads, with increased danger to the Primary School children. Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. The local infrastructure such as the school and GP facilities are already under severe pressure. Underfunded public services, already struggling, will deteriorate further: waiting times to see your GP will be even longer and school class sizes will rise. Although made reference to sites PR9 and PR8, the same objections are relevant to all other sites proposed.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0726 | 05/10/2017 | Dagmar | Carr | | | | | N |
| 1829 | Comments | | | | | | | |
| <p>Specific concerns include: Loss of Green Belt, open countryside, views and walks and the impact on nature. The whole purpose of the Green belt was to check urban sprawl, to stop towns and villages merging and to safeguard the countryside and its historic settings. Implication for flooding and excess pressure on drainage, already a problem in parts of the village due to the housing development adjacent to the Cassington Road and the run off from Spring Hill. The impact on local road traffic, which is already a major problem through Rutten Lane and the adjacent roads, with increased danger to the Primary School children. Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. The local infrastructure such as the school and GP facilities are already under severe pressure. Underfunded public services, already struggling, will deteriorate further: waiting times to see your GP will be even longer and school class sizes will rise. In view of the government plans to recalculate unmet housing needs and lower the total the figures should be reconsidered. Although made reference to sites PR9 and PR8, the same objections are relevant to all other sites proposed.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | | N |
| 5456 | Comments | | | | | | | |
| <p>Permitting development of site PR8 is likely to increase the drainage and flood risks from regular heavy winter flooding of canal-side fields at the western edge of the site, contrary to Policy ESD6 on Sustainable Flood Risk Management.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0738 | 02/10/2017 | Mrs Y | Thompson | | | | | N |
| 1867 | Comments | | | | | | | |
| <p>Object to Policy PR8 – Land East of A44 (Begbroke). The site lies wholly within the Oxford Green Belt. Cherwell Local Plan 2011-2031 Policy ESD 14 (page 114) seeks to prevent the coalescence of settlements and has a strong role in preventing the coalescence of Yarnton, Begbroke and Kidlington. Policy PR8 has been titled 'Begbroke' despite the bulk of the proposed housing lying in Yarnton Parish and being adjacent to the existing Yarnton settlement. Just where the 'separation' of Yarnton and Begbroke would be is not obvious. This despite Partial Review Page 118, Para 5.110, point 5 stating 'the necessity to retain the separate identities of Begbroke, Yarnton and Kidlington' Policy PR8 is not consistent with National Policy and thus is UNSOUND. Cherwell Local Plan 2011-2031 Policy Villages 1 (page 246) categorises Yarnton and Begbroke as Category A villages. The policy only allows minor development, infilling or conversion in, or alongside these villages. Policy PR8 is in complete contradiction of Policy Villages 1, and the Plan is inconsistent and thus, UNSOUND.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-0749 | 09/10/2017 | George | Doucas | | Y | Y | N | |
|------------------|------------|--------|--------|--|---|---|---|--|

4425

Comments

PR8 is excessive & unjustifiable because. A. Contravenes one of the purposes of GB, namely the prevention of the amalgamation of villages. B. GB is an asset for the whole county & its residents, present & future. Once destroyed, it will never be re-created. Its destruction is the ultimate 'unsustainable' solution. C. The traffic in the area is already bad. The area's residents know this well & CDC must also be aware of it. I do not see how the traffic planners could contemplate the addition of at least another 5K cars (e.g.. 2 cars per household). In reality, the number of extra cars will be even higher, because of the proposed housing developments in Woodstock. In addition, the creation of a new eco-city near Eynsham will increase traffic on the A40 &, consequently along the Cassington Road. D. Flooding is an issue, which will be made worse by the construction of 530 new houses to the West of Yarnton.

Changes Sought

1. CDC should not allocate spaces for building development until Oxford City Council (OCC) has produced the definitive figure for its unmet housing needs. 2. OCC must demonstrate clearly that it has allocated all the available sites to its current housing needs, without retaining sites for the future industrial development which may, or may not, happen. 3. Should there be any future need for industrial sites, these could be located further away from Oxford, possibly near Bicester. The City doesn't seem to suffer with unemployment problems. 4. I also understand that the Govt. may be revising downwards the projected housing needs for Oxfordshire. If so, this is another reason for stopping this consultation now.

Reasons for Participation

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| PR-C-0749 | 05/10/2017 | George | Doucas | | Y | Y | N | N |
|------------------|------------|--------|--------|--|---|---|---|---|

1891

Comments

The proposed site allocation near Begbroke/Yarnton and Oxford/Kidlington is excessive and unjustifiable because 1) It contravenes one of the main purposes of the Green Belt, namely the prevention of the amalgamation of villages 2) The Green Belt is an asset for the whole County and its residents, present and future. Once destroyed, it will never be re-created. Its destruction is the ultimate 'unsustainable' solution. 3) The traffic in the area is already bad. This is a well-known fact to the residents in the area and CDC must also be aware of the situation. Does not see how the traffic planners could possibly contemplate the addition of at least another 5000 cars (Assumes 2 cars per household). In reality, the number of extra cars will be even higher, because of the proposed housing developments in Woodstock. In addition, the creation of a new eco-city near Eynsham will increase traffic on the A40 and, consequently, along the Cassington Road. 4) Flooding is also an issue, which will be made worse by the construction of 530 new houses to the west of Yarnton.

Changes Sought

1) Cherwell District Council should not allocate spaces for building development until the Oxford City Council has produced the definitive figure for its unmet housing needs. 2) Oxford City Council must demonstrate clearly that it has allocated all the available sites to its current housing needs, without retaining sites for future industrial development which may, or may not, happen. 3) Should there be any future need for industrial sites, these could be located further away from Oxford, possibly near Bicester. The city does not seem to suffer from unemployment problems. 4) Understand that the Government may be revising downwards the projected housing needs for Oxfordshire. If so, this is another reason for stopping this consultation now.

Reasons for Participation

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|------------------|------------|-------|--------|-----------------|---|--|---|--|
| PR-C-0764 | 10/10/2017 | Chris | Baines | Natural England | N | | N | |
|------------------|------------|-------|--------|-----------------|---|--|---|--|

1931

Comments

Have concerns with regard to Policy PR8, which allocates land east of the A44. Note that the policy requires investigation at the planning application stage of any above or below ground hydrological connectivity between the Rowel Brook and Rushy Meadows SSSI. Advised that further information regarding potential hydrological impacts on Rushy Meadows SSSI is needed to inform the selection of this site allocation. Without this information advised that the plan is unsound with regards to this allocation; evidence that the quantum of development allocated can take place here without a significant impact on the SSSI is needed in order to demonstrate that development in this location is justified.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|--------|------------------------------------|--|--|--|---|
| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
|------------------|------------|---------|--------|------------------------------------|--|--|--|---|

1945

Comments

Policy PR8 - Land East of A44. This large allocation adjoins a number of nature conservation designations including Rushy Meadows SSSI (Site of Special Scientific Interest) and the Conservation Target Area along the Oxford Canal. Welcome the provision and aspiration for a Local Nature Reserve (LNR) to mitigate adverse impacts on Rushy Meadows SSSI. The LNR has the potential to deliver ecological benefits but it is one of two main recreational open spaces in the development and will therefore be subject to a lot of recreational pressure. Much will depend on the design and management of this site but we remain concerned that the area might not be able to fully mitigate indirect impacts on the SSSI. This view is also supported by the high level cumulative assessment by wyg (see comment on evidence base below). It will be important that the development provides sufficient attractive open space and footpaths for informal recreation (including dog walking) in addition to nature conservation areas to limit the pressure on valuable habitats. Also feel that development densities of 45 dwellings per hectare are likely to offer limited opportunities for Green Infrastructure within the built-up areas.

Changes Sought

Reasons for Participation

Potential biodiversity impacts as outlined in the representation.

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-0773 | 10/10/2017 | Philip | Rawle | Greenlight Developments | Y | Y | N | Y |
| 1951 | <p>Comments</p> <p>Does not consider the Partial Review of Cherwell Local Plan to pass the 'tests' of soundness, in terms of being positively prepared, justified, effective and consistent with National policy. This is because the Partial Review does not make reference to the need for C2 units (residential institutions, including care homes), nor to care/nursing homes more generally. Policy PR2 deals with C3 uses only. Further limitations on current local planning policies (adopted and emerging) are outlined in the accompanying Note prepared by Lichfield's. In terms of National policy, the Government's National Planning Practice web-based resource in the section on 'Housing and economic development needs assessments' provides guidance to the plan-making process on how to deal with 'housing for older people'. Failure of the Partial Review to meet the care needs of the District will clearly have significant implications on housing options for Cherwell's increasingly ageing population. The accompanying Note prepared by Lichfield's quantifies that like the rest of the UK there is a clear need for care homes in Cherwell. Examples are found in the Oxfordshire SHMA, which projects the number of people with dementia and mobility issues in Cherwell and Oxfordshire will roughly double by 2031 (end of this Plan period). The latest DCLG figures project the number of people in Cherwell living in communal establishments to double by 2031. The Lichfield's' Note sets out the care need for Cherwell as follows: • In Cherwell District itself, the latest DCLG projections show growth in the number of people over age 75 living in communal establishments of 565, i.e. this is the number of care home bed spaces needed (2011 – 2031). However, as the Council are planning for housing growth well in excess of demographic trends, which will lead the population growth in excess of demographic trends, 565 bed spaces should be considered a minimum to plan for up to 2031. • In terms of Oxford City's need, the DCLG projections suggest a need for a further 305 bed spaces by 2031, and (as with its housing need) a proportion of this may well go unmet. Cherwell will inevitably import some of Oxford's care home needs, as those additional residents (who otherwise would have lived in Oxford) age and move into care homes. This further justifies the use of the 565 figure for Cherwell as a minimum, which may need to be increased if unmet care home need for Oxford is identified. Lichfield's' Note on Care Home Need provided.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Greenlight asserts that it in order for this clear 'need' for care bed spaces to be met in Cherwell over the Plan period, specific policies are required to:(a) Set the delivery of this need over the Plan period as a requirement - this requirement being a minimum of 565 bed spaces by 2031; and(b) To identify and allocate sites to accommodate this need in the Plan and on the Policies Map.To this end, Greenlights' land interest at Skimmingdish Lane, Bicester, which is currently subject to planning application 17/01428/F, provides an opportune site to be allocated for a 64-bed care home; thus accommodating some 11.3% of the bed space requirement (based on a total requirement of 565 bed spaces) over the Plan period (by 2031).To demonstrate how the site at Skimmingdish Lane, Bicester can accommodate a 64-bed care home, and therefore to assist in informing its allocation as a care home site in the Plan, enclosed with this letter is the site location plan and proposed site layout plan, both of which form part of the current planning application on the site. | | | The matters raised in these representations are of a strategic nature to the plan. | | | | |
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| 1958 | <p>Comments</p> <p>In addition to its interests in sites PR6a and PPR6b, the University of Oxford and Merton College also have landownership interests in the following sites: • PR3c:land north of Oxford Service Area. • PR8: land East of the A44 at Begbroke/Yarnton. • PR9: land West of the A44 at Yarnton.</p> <p>Given their shared interest across these sites, there has been careful co-ordination between the landowners and their advisory teams in the preparation of these representations and specifically comments in relation to these sites. In addition, the teams advising the landowners have met in order to start to formulate a co-ordinated approach to the sites in relation to common themes (e.g. transport) and in terms of planning phase and subsequent implementation. These parties will continue to work together on areas where their interests are aligned with the aim of achieving a comprehensive and co-ordinated approach to the delivery of these sites and the strategy for the A44 corridor overall.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination. | | | | |
| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | N | | N | |
| 5465 | <p>Comments</p> <p>Begbroke & Yarnton Green Belt Campaign's (BYG) main concern is that they believe there is no proper justification for altering the Green Belt boundaries from where they currently stand. On a local level, they particularly object to the removal of the land described as PR8 and PR9 from the Green Belt due to the significant detrimental impact of that removal on the villages and villagers of Begbroke and Yarnton. They also object to the removal of land described as PR6a, PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City and to the land described as PR10, a green field site due to the impact its development will have on the adjacent A44 corridor. Instructed Bruce Bamber, a transport consultant, to prepare a report on the transport implications of the allocation of sites PR8 and PR9 for housing purposes. Although his technical review has focused on these areas, the broader methodology to identify potential development locations has also been assessed for its soundness. The report has been provided as Appendix B. Key conclusions from the report includes: the Sustainability Appraisal Report was published before the Transport Assessment and therefore cannot properly take into account the transport impact of development options. The SAR fails to report the adverse traffic congestion impact from the proposed development around Begbroke and Yarnton and is therefore flawed. Transport evidence base and the associated environmental assessment work is fundamentally unsound and cannot be relied upon. A number of legal issues are raised in Appendix A with a detailed summary provided. If the Council proceeds as planned, we consider the Inspector will find the Plan unsound due to inadequacy of evidence base and failure to ensure effective consultation and participation by the public.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2018 | <p>Comments</p> <p>This proposal coalesces the villages of Yarnton, Begbroke and Kidlington into an urban sprawl from Oxford in direct contravention of the CDC's own approved Local Plan. One of the major reasons for the GB is to prevent this and it is NOT an exceptional reason that it is a likely place to build housing!</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0791 | 10/10/2017 | Keiron | Ward | | | | N | Y |
| 2036 | <p>Comments</p> <p>Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it.Other Green Belt Sites rejected by the Council.</p> <p>Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist. | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-0791 | 10/10/2017 | Linda | Ward | | | | N | Y |
| 5682 | <p>Comments</p> <p>Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council.</p> <p>Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist. | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |
| PR-C-0799 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of Sheehan Group of Companies | | | N | Y |
| 2055 | <p>Comments</p> <p>This submission relates to land at and adjacent to Knightsbridge Farm, Yarnton, and which is located on the south-east edge of Yarnton and immediately to the south-east of the Begbroke Policy PR8 - Land East of the A44 Proposed Urban Neighbourhood. The land is owned by the Sheehan Group of Companies and Cappagh and is previously developed land comprising a redundant sewerage treatment works, a haulage depot and storage land and a concrete batching plant. The land extends in all to some 13 hectares and is outlined in red on the attached plan. This submission should be read alongside and is put forward as an alternative to a separate submission made by Planning Consultant, Suzi Coyne, who has argued that, consistent with the existing use of the Sheehan land, the site as a whole should be allocated for employment land for B2 and B8 uses. Development at and adjacent to Knightsbridge Farm would be a logical addition to the Begbroke Urban Neighbourhood or the existing built up area of Yarnton and would assist further in meeting Oxford's unmet housing need. It is also less sensitive in GB terms than, for example, proposed allocations PR6a and PR6b both of which (a) cause a material diminution in the gap between Oxford and Kidlington (contrary to the GB purpose of preventing neighbouring towns from merging in to one another) and (b) seriously undermine the requirement to preserve the setting and special character of Oxford, central to which is its green backdrop. Key attributes for the land at and adjacent to Knightsbridge Farm listed.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Remove the land at and adjacent to Knightsbridge Farm from the GB. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land at and adjacent to Knightsbridge Farm in the allocated site for residential development or a mix of residential and other uses. | | | As drafted, and in so far as it relates to the land at and adjacent to Knightsbridge Farm, the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination. | | | | |
| PR-C-0799 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of Sheehan Group of Companies | | | N | Y |
| 5472 | <p>Comments</p> <p>It is considered that the Local Plan Partial Review has not been positively prepared as there is clearly additional capacity for the development of new homes at/adjacent to Yarnton. It is not considered that the draft Local Plan Partial Review is justified as the Council has failed to fully consider all reasonable alternatives/additional options such as land at and adjacent to Knightsbridge Farm, which is in a sustainable location and which does not need to be kept permanently open.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Remove the land at and adjacent to Knightsbridge Farm from the GB. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land at and adjacent to Knightsbridge Farm in the allocated site for residential development or a mix of residential and other uses. | | | As drafted, and in so far as it relates to the land at and adjacent to Knightsbridge Farm, the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination. | | | | |
| PR-C-0804 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of W Lucy & Co Ltd | | | Y | N |
| 5477 | <p>Comments</p> <p>There is land to the east of the subject site which is included in the PR8 allocation but which is earmarked as parkland/retained agricultural land. In the event that the subject land was included in the allocated site & earmarked for built development, these designations would therefore maintain separation between Kidlington & the Urban Neighbourhood. Moreover, the subject land & the land to the south, which comprises land at & adjacent to Knightsbridge Farm (& which is also being promoted for development) 'read' as & would be logical additions to the PR8 allocation. Moreover, & on the basis that it is surrounded on 3 sides by the proposed PR8 allocation, it cannot be argued that the subject land fulfils any of the purposes of GB as set out in para 80 of the Framework. Thus, it is considered that development of the subject site would form a logical addition to development already proposed as part of PR8. Furthermore, the general lack of suitable alternative sites surrounding Kidlington provide the exceptional circumstances necessary to justify a strategic GB release west of Kidlington & adjacent to Begbroke.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Remove the land south of Sandy Lane from the Green Belt. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land south of Sandy Lane in the allocated site for residential development or a mix of residential and other uses. | | | As drafted, and in so far as it relates to the land south of Sandy Lane, the Plan has not been positively prepared, is not justified and is not effective. This goes to | | | | |
| PR-C-0806 | 10/10/2017 | Liz | Pickering | Education and Skills Funding Agency | | | | |
| 5115 | <p>Comments</p> <p>The ESFA supports the aim under paragraph 5.112 (criterion 7) regarding the provision of new schools that benefit educationally from the proximity of the expanding Science Park. The policy requirement for a secondary school and two primary schools within the site (depending on need) is also welcomed.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0807 | 10/10/2017 | Thomas | Hutchinson | Land & Partners Ltd | | | Y | Y |
| 2071 | <p>Comments</p> <p>The deletion of the Oxford GB boundary for 111.8 hectares of land relies in terms of its sustainability assessment on a new railway station between Kidlington & Begbroke but the delivery of this has not been tested. It would be better to disperse the growth around existing settlements unless this can be shown to be deliverable.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Distribute the PR8 growth to existing settlements. | | | In order to contribute to the discussion. | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-0808 | 10/10/2017 | Anne | Denby | Canal & River Trust |
| 2073 | Comments | | | |
| This policy proposes to remove land adjacent to the canal corridor from the designated Green Belt, PR7b & PR8. In these locations, the canal currently enjoys picturesque rural outward views and development in these locations has the potential to significantly alter the character of this stretch of canal. It will be important that development of these sites retain a sense of the countryside along the canal and this appears to be considered with the areas for built development being set back with green space retained to the canal boundary. Opportunities for unlocking the potential of the canal should also be supported through the development of these sites. The provision of services for canal users, pedestrians/cyclists and boaters, could be explored within comprehensive Development Briefs. Open green landscapes adjacent to the canal could aid in retaining a sense of the rural feel within the surrounding landscape. Landscape proposals would need to demonstrate that they work to buffer the harder visual impacts of the development such as hardstanding, parking bays and structures from the canals outward views. | | | | |
| Changes Sought | | Reasons for Participation | | |
| The provision of services for canal users, pedestrians/cyclists and boaters, could be explored within comprehensive Development Briefs. | | | | |
| PR-C-0808 | 10/10/2017 | Anne | Denby | Canal & River Trust |
| 2194 | Comments | | | |
| As stated with Policy PR7b the removal of this site from the Green Belt has the potential to impact on the overall character of the canal corridor. The proposal to retain the land adjacent to the canal as green space / nature conservation area is welcomed and will go some way to mitigating the visual harm of the proposed development. The Trust would welcome further consultation on the production of the Development Brief for this area and would reiterate advice given under Policy PR7b in relation to any potential bridge crossing. | | | | |
| Changes Sought | | Reasons for Participation | | |
| The Trust would welcome further consultation on the production of the Development Brief for this area and would reiterate advice given under Policy PR7b in relation to any potential bridge crossing. | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | |
| 2205 | Comments | | | |
| Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | |
| Changes Sought | | Reasons for Participation | | |
| Deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | |
| 2212 | Comments | | | |
| Objection as this proposal of nearly 2000 houses will have a major impact on the existing separation of Begbroke and Kidlington and they will lose their separate identity. The Kidlington Masterplan adopted in 2016 as an SPD seeks to strengthen the separate identity of Kidlington. The Cherwell Local Plan 2011-2031 Policy ESD 14 aims to prevent the coalescence of settlement such as Yarnton Begbroke and Kidlington. The Loss of a substantial gap between Kidlington and Begbroke will destroy the landscape character of the Green Belt in this area. Any development of this scale will certainly merge Kidlington and Begbroke but it will not be well integrated. I would support some modest development at Begbroke, which maintains the Green Belt gap between Kidlington and Begbroke to make it a meaningful separation. | | | | |
| Changes Sought | | Reasons for Participation | | |
| If such a large scale development should go ahead then it will be imperative to ensure that the transport infrastructure is fully implemented and funded. At present this is far from clear in the plan. | | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | |
| 2222 | Comments | | | |
| Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | |
| Changes Sought | | Reasons for Participation | | |
| Propose the deletion of the following sites: Pr3c, PR3d, PR6a, PR6b, and PR8 (although some housing which preserves a substantial barrier between Begbroke and Kidlington may be acceptable). | | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | |
| 2229 | Comments | | | |
| Objection as this proposal of nearly 2000 houses will have a major impact on the existing separation of Begbroke and Kidlington and they will lose their separate identity. The Kidlington Masterplan adopted in 2016 as an SPD seeks to strengthen the separate identity of Kidlington. The Cherwell Local Plan 2011-2031 Policy ESD 14 aims to prevent the coalescence of settlement such as Yarnton Begbroke and Kidlington. The Loss of a substantial gap between Kidlington and Begbroke will destroy the landscape character of the Green Belt in this area resulting in the merger of Kidlington and Begbroke with poor integration. However whilst it is regrettable that there should be any loss of greenbelt I would support some modest development at Begbroke, which maintains a substantial greenbelt gap between Kidlington and Begbroke to make it a meaningful separation. If such a large scale development should go ahead then it will be imperative to ensure that the transport infrastructure is fully implemented and funded. At present this is far from clear in the plan. Such a large scale development will inevitably have its own village centre and will act as a significant competitor to the Kidlington Village Centre. CDC therefore needs to undertake an assessment of the impact on the Kidlington Village centre in view of the fact that the Kidlington Masterplan aims to strengthen the Kidlington Village centre. This should result in a policy to improve the vitality, viability and improvement strategy for Kidlington Village centre. | | | | |
| Changes Sought | | Reasons for Participation | | |
| | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council |
| 5053 | Comments | | | |
| The requirements within each site policy for an archaeological assessment and potential pre-determination investigations are supported. | | | | |
| Changes Sought | | Reasons for Participation | | |
| | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5046

Comments

The total 4,400 homes covered by this Local Plan review has been estimated to generate 1059 additional secondary pupils (including sixth formers), or just over 6 forms of entry. This needs to be planned for in the context of other growth pressures and secondary school changes in and around this area. As proposals become clearer, OCC will work with the existing relevant schools to clarify their scopes for expansion, and thus confirm the need for a new facility, and the scale of that facility, in Begbroke. A standard 6-form entry secondary school including sixth form provides 1100 places. The school site should be located and shaped so that, should a smaller site be eventually confirmed as necessary, the remaining land can be appropriately reallocated to alternative uses. Paragraph 29 of PR8 requires that “In the interest of encouraging an educational relationship between the secondary school and the University of Oxford’s Begbroke Science Park, the application(s) should demonstrate that the secondary school site has been designed in consultation with the University of Oxford.” The school will be designed in line with Education Funding Agency guidance and as legislation regarding new schools currently stands, the county council would consult the local community before finalising the specification for the new school; this would be the appropriate mechanisms for considering any links with the Science Park, it should not be a responsibility for the development applicants. Paragraph 35 of Policy PR8 requires that “The development of the secondary school shall include provision for out-of-school hours shared community use”. While this can be sought by the county council through the process of selecting an academy sponsor, it cannot currently be required of any academy sponsor, and also should not be a responsibility of the development applicant.

Changes Sought

PR8 requires a 8.2ha site, this should be corrected to 8.03ha, which is the government standard for an 1,100 place school. OCC may seek for the development to provide a smaller new school & contribute financially towards expansion of existing schools should this be determined as a more effective delivery mechanism for secondary education. The policy wording should therefore be amended to allow for this possibility. The policy wording for all other sites should specify the requirement for secondary education contributions. The proposed location of the secondary school is adjacent to the A44 dual carriageway next to the main entrance to the new development site. Whilst OCC appreciates the reasons it is proposed here, it is not appropriate to locate a school in such a noisy & potentially hazardous location; OCC cannot support this. A more appropriate location would be c.200 metres to the east where the school could be incorporated within the science park. This would also maximise the opportunity for vocational links with the science park. Para 3 of Policy PR8 requires the secondary school site to incorporate a four court sports hall to Sport England specification, made available for community use. Additional funding will be required to provide a Sports Hall to Sport England standard as this isn’t currently costed within OCCs area/specification requirements. The school must be able to manage their own facilities & have the potential to create income from them. It is suggested that point 3 of the Key Delivery Requirements in Policy PR8 is amended as follows: “A secondary school on 8.03 hectares of land in the location shown, to incorporate a four court sports hall, made available for community use where leased out by the school.”

Reasons for Participation

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5027

Comments

As this proposal is not currently included in the Local Transport Plan, Rail Strategy or A44/A4260 Corridor Study, this may be relevant in the context of Policy PR4a and the provision of financial contributions to deliver infrastructure and public transport services directly related to the development.

Changes Sought

Policy PR8 only requires the reservation of land for a new station, and it is unclear who will then develop the station proposal and when it might be delivered. If a new station is a fundamental element of the movement strategy for planned development and the University of Oxford’s Begbroke Science Park, there should be a clearer expectation on the developer to its delivery in the Key Delivery Requirements, linked perhaps to a trigger based on completed dwellings. The Development Brief, item 18(l) should require “An outline scheme for a railway station at Begbroke”, and this should include the station facilities that were suggested.

Reasons for Participation

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5028

Comments

Level Crossings - Development on land east of the A44 (Policy PR8) will have a substantial effect on the risk at Sandy Lane level crossing, which is already recognised as an incident ‘hotspot’. An increase in usage of the level crossing will have safety implications and, in the interest of public safety, the level crossing should be stopped up prior to development commencing. Policy PR8 item 18(f) only says “the closure of Sandy Lane level crossing to motor vehicles (other than for direct access to existing properties...)” which appears to stop short of saying that it will be closed completely. The closure of Sandy Lane to traffic would require careful consideration and consultation. It forms part of the emerging strategy for the A44 and A4260 corridors area, but has not been subject to detailed consideration. Sandy Lane level crossing could be replaced with a bridge (similar to the one near Islip) to provide a public bridleway suitable for pedestrians, all-weather cycling, wheelchair use and horse riding. This would achieve the ambition set out in para.5.6.2(2) to create a linear ‘greenway’ along Sandy Lane that will connect new housing and community facilities at Begbroke (Policy PR8) and Yarnton (Policy PR9) with the A4260, Kidlington, the proposed Nature Conservation Area, and the Oxford Canal. The Proposed Submission Plan makes no mention of the nearby Yarnton Lane level crossing. If a new station is to be provided at Begbroke, it will require closure of this level crossing, as changes will be needed to track and signalling to accommodate the station. Yarnton Lane level crossing could be replaced with a footbridge with the existing public right of way (footpath 420/4) diverted over this rather than the level crossing. This would maintain the connection with the wider rights of way network. The closure of both crossings would allow the full benefits of re-signalling to be brought into use. The reduced headway and higher line speeds would have the potential to make a train service to Begbroke more achievable, especially as it is on an intensively utilised mainline rail corridor. It is not clear how the level crossing mitigation works will be delivered and funded, and this will need to be explored with Network Rail prior to planning consent being granted for development.

Changes Sought

Reasons for Participation

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5486

Comments

Station Layout - Paragraph 5.113 refers to “the possibility of an Oxford train service associated with the development and the expected expansion of the Science Park”. This suggests a shuttle train service to and from Oxford rather than stops by longer distance trains (such as those to Banbury and beyond). In that scenario, the only option would be to design a station with a bay platform so that terminating trains do not block the mainline track. However, it wouldn’t be possible for the existing Oxford-Banbury trains to serve the station with that arrangement. The initial station could be designed so an additional platform, for northbound trains, could be added at a later date if it was agreed that longer-distance services should also serve the station. This would also require a new platform on the east side of the mainline tracks, on land shown as being in the Green Belt, for southbound trains with an accessible footbridge between them. A station needs to be easy to reach from within the development site and surrounding area. It should have the following minimum facilities: a platform of sufficient length for the longest train likely to use the station, a small building (with ticket machines, toilets, retail outlet/waiting area and a staff office), bus stop, secure cycle storage, pedestrian footways, drop-off area, taxi rank and a car park with around 100 spaces, including provision for disabled parking.

Changes Sought

Sceptical that a station and its associated facilities can be built within the 0.5 hectares of land to be reserved in the developable area (Policy PR8(14)). If being pursued further, some initial pre-feasibility work would need to be carried out to consider the kind of station needed, and the train service envisaged to serve it, as this would inform the land requirement.

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5485

Comments

Train Service - To provide sufficient benefits to support a business case and be sufficiently attractive to users, the train service will need to operate at least every half hour throughout the day, and have the potential to connect to destinations other than central Oxford, for example the proposed Cowley Branch line. A frequent shuttle service between Begbroke and Oxford is likely to have a bigger impact upon services to and from the North Cotswolds Line than on other lines. Further work will be required to identify how a station would be served, and to evaluate both the operational and commercial viability of a train service. Importantly it needs to prove that there will be no detrimental impact on the wider rail network, and that it is subsidy neutral (i.e. that it will generate enough revenue to offset the cost of providing the service and the station).

Changes Sought

Reasons for Participation

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5044

Comments

"Begbroke Policy PR8 - Land East of A44 (1950 homes) and Yarnton Policy PR9 - Land West of Yarnton (530 homes) jointly generate around 750 primary pupils, just over 3.5 forms of entry. The education requirements of these policies are supported. With regard to the additional land required for the expansion of William Fletcher Primary School, the existing William Fletcher site is 1.245ha and an additional site area of 1ha (rather than 1.6ha as the policy currently states) is required to provide adequate off site playing fields for the potential 2FE school. 1ha will provide the 8400m2 playing field along with offsite staff parking, storage and toilet facilities. Plans shown in Annex 3.

Changes Sought

Reasons for Participation

It is possible that the 3-form entry primary school and a 0.5 form entry expansion of William Fletcher Primary School may be sufficient to meet educational needs, at this stage however the option of a second new school at the Begbroke site should be protected in line with paragraph 5 of Policy PR8. It should be clear that the maximum size of a primary school will be 3FE so reference to 'at least' 3FE should be removed. It should be clear that the split site will not be adequate for 'at least' 2FE but maybe adequate for 2FE. The clear width of the additional land should not be less than 80m with a gradient not steeper than 1:40 across the line of play (west/east) and 1:100 along the line of play (north/south).

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5038

Comments

Proposed changes suggested.

Changes Sought

Reasons for Participation

a. Policy 6 is quite specific about what is required at the local centre but does not include car parking. b. Policy 14 – it needs to be clear that 0.5 hectares would be sufficient for a railway station and thought would need to be given to car parking and public transport interchange from the Kidlington side (see also Policy and Strategy comments above). c. Policy 18f – closure of Sandy Lane to traffic would require careful consideration and consultation. It forms part of the emerging strategy for the A44 and A4260 corridors area, but has not been subject to detailed consideration. d. Consideration should be given to improving the canal towpath as a cycling link to Oxford and up to Langford Lane. e. The detail around the locations of primary schools will need to be discussed as the sites are progressed. f. The proposed spine road linking two access points onto the A44 would need to be delivered early in the development.

PR-C-0842 10/10/2017 Duncan Chadwick David Lock Associates on behalf of University of Oxford, Merton College and a private landowner

Y Y N Y

5013

Comments

PR-8 Policies Map General - The Tripartite feel strongly that the Policies Map on Page 120 of the Proposed Submission Version of the Plan should only be referred to as "indicative". As drafted, the Map appears to identify specific locations for each proposed land use yet the wording of Policy PR8 indicates, quite correctly, that a Development Brief will be prepared and will show a scheme for the required land uses, including sites for specific requirements (e.g. the required schools and the local centre). This will then set the basis for outline planning application(s). There is every likelihood that locations may vary once further detailed surveys and assessments have been completed to establish the necessary infrastructure to be accommodated on the site. These will fully identify any constraints and opportunities which the final indicative framework plan or layout for the site should reflect. The NPPF advises (Paragraph 59) that design policies should avoid unnecessary prescription of detail and Inspectors in the examination of Local Plans elsewhere in the country (e.g. Herefordshire Local Plan Core Strategy in September 2015) have generally removed unnecessary or prescriptive information enabling policies to be flexible, effective and sound. Furthermore, the Policies Map predetermines the content of the Development Brief required under Point 18 of Policy PR8, which is surely not the intention. The following paragraphs draw attention to land uses where this point is particularly relevant. This issue could be easily remedied by the insertion of the word "Indicative" before Policies Map in the title. Detailed comments provided on Landfill Site, Agricultural Land, Other, Local Centre, Green Infrastructure, Railway halt/station, Science Park, Education, Park and Ride.

Changes Sought

Reasons for Participation

Proposed changes suggested for PR8 Policies Map: 1. Insert "indicative" into the title for the Policies Map, as follows: "Policy PR8 – Indicative Policies Map – Land East of the A44" 2. Deletion of the landfill site from the Policies Map. 3. Deletion of the agricultural land from the Policies Map; if this land was included to facilitate the provision of the proposed pedestrian, cycle and wheelchair bridge over the Oxford Canal to enable the site and public bridleways to be connected to the proposed allocation at Stratfield Farm (Policy PR7b) – Item 13 – the Tripartite consider that this could simply be addressed through an amendment to the red line area on the Policies Map to include just the land required for the bridge and public bridleways to achieve this objective. 4. Addition of land (0.7 hectares) at Policy PR3(b). 5. Amendment to relocate the * or 'Reserved land for railway station/halt' to the north of Sandy Lane so that both sides of the railway halt are within the proposed allocation and on the Tripartite's land for the avoidance of doubt, notwithstanding the fact that the Policies Map is only indicative at this stage. 6. Clarity that the potential school locations and areas shown on the Policy PR8 Policies Map are indicative of the Council's preferred locations but not prescriptive. 7. Park and Ride – The reservation of 5Ha of land within the developable area for a Park and Ride site.

The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.

Proposed Submission Plan - Policy PR8 - Land East of the A44

| | | | | | | | | |
|------------------|------------|--------|----------|-------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y |
|------------------|------------|--------|----------|-------------------------------------------------------------------------------------------------|---|---|---|---|

5012

Comments

Detailed comments provided on: landfill site, agricultural land, land ownership and wording of Policy PR8.

Changes Sought

Proposed changes suggested for Policy PR8 - Please see representation for details.

Reasons for Participation

The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.

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|------------------|------------|--------|----------|-------------------------------------------------------------------------------------------------|--|--|--|--|
| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | | | | |
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2281

Comments

Begbroke Design Concept Document prepared by DLA to support representations relating to PR8.

Changes Sought

Reasons for Participation

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| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
|------------------|------------|------------|--------|--|---|---|---|---|

5290

Comments

Referenced the 5 purposes of the Green Belt and NPPF paragraphs 82-84. Quotes provided on the Elmbridge Local Plan and Poole Local Plan. Quotes provided on NPPG's guidance on the Housing and Economic Land Availability Assessment (HELAA). Reference to Policy ESD14 of the adopted Local Plan Part 1. It is reasonable to conclude that whilst local districts may have accepted an apportionment of Oxford's unmet housing need the actual number is not absolute and the Local Plan process may determine that Cherwell, for example, is unable to accommodate the apportioned figure due to existing national policies, such as Green Belt. Conversely, Oxford City, through the development of its own Local Plan and consideration of urban density, re-allocation of land previously earmarked for employment use, etc. may determine that the total unmet housing need is lower than that recommended by the SHMA and post-SHMA work. The latter point will especially apply should Oxford City seek to justify exceptional circumstances to remove Green Belt land that falls within its own jurisdiction. Reference to Oxford's Preferred Options document.

Changes Sought

For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.

Reasons for Participation

"Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place"

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|------------------|------------|------------|--------|--|---|---|---|---|
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
|------------------|------------|------------|--------|--|---|---|---|---|

5291

Comments

References on the Cherwell Green Belt Study (April 2017), the Oxford Green belt Study (2015), Category A Village Analysis (2016), Policy Villages 1 and 2 of the adopted Local Plan Part 1 and SA report. Conclude that the removal of Green Belt separating Begbroke (PR8) and Yarnton (PR9) and subsequent development as proposed would result in coalescence of both settlements; encroach on the open countryside; and result in highly inefficient use of land (which itself is a combination of grade 2 and grade 3 agricultural land). The harm that results is exactly the harm that the Green Belt land is designed to prevent. The loss of protection of the Green Belt and the scale of subsequent development is contrary to existing Local Plan policies. The "exceptional circumstances" put forward by Cherwell District Council are without merit with respect to all sites proposed for removal from the Green Belt.

Changes Sought

For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which are additionally supported, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place.

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| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
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5698

Comments

The Cherwell Green Belt Study divided the Begbroke Science Park site into six parcels of land. The release of the site as a whole would result in high harm to the purpose of the Green Belt, in particular, "The site as a whole is critical to the maintenance of High separation between Kidlington, Yarnton and Begbroke, and despite the proximity of urban edges retains a relatively strong countryside character." Of the six parcels, four are rated as high or moderate high harm to the Green Belt if released. Reference to the SA. Would contend that the combination of the Green Belt reviews demonstrates solid evidence that the removal of the proposed Begbroke site (PR8) from the Green Belt would cause significant harm to the purposes of the Green Belt (coalescing Begbroke with Yarnton) whilst not providing a sufficiently sustainable site to directly meet Oxford's unmet housing need.

Changes Sought

For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which are additionally supported, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent at the Examination should it take place.

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|---------|------|--|---|---|---|---|
| PR-C-0873 | 03/10/2017 | Mrs Kay | Ings | | N | N | N | N |
|------------------|------------|---------|------|--|---|---|---|---|

2365

Comments

The two sites east and west of the A44 between Yarnton and Begbroke, and Yarnton and Kidlington, are on Green Belt land. The Green Belt is vital in maintaining a division between the two smaller neighbouring villages, each with very different characteristics based on identity and historical evidence. By building on Green Belt land, Yarnton and Begbroke would effectively be merged into one huge development, completely destroying the open countryside that separates them at present. Cherwell District Council fail to explain why there are 'exceptional circumstances' that justify building on Green Belt land. The massive scale suggested in this development will undoubtedly create traffic chaos. There is little mention of effective transport infrastructure. A bus lane between Bladon roundabout and Pear Tree roundabout will only be effective if the A44 road is widened and new bridges over the railway line and canal are constructed. Neither of these major constructions is mentioned in the plan. There are already significant hold-ups on the A44 into Oxford throughout the day at each roundabout and extra traffic from huge housing developments will only add to the problem. Furthermore, if Sandy Lane is closed to through traffic, those commuters wishing to avoid congestion on the A40 by travelling west through Cassington and Yarnton will be forced to Join the gridlock already in place each morning and evening on the A40. The proposed plan appears to give more understanding and sympathy to pedestrians, cyclists and horse-riders than it does to motorists, bearing in mind that it will be motorists predominantly who are required to buy the houses. Cherwell Local plan part 1 suggests an apportionment of 4400 new homes for Cherwell District and only 550 homes for Oxford City. How can this huge discrepancy be Justified? There must be numerous Brownfield sites within the city that should be considered first. Then, of course, there are substantial tracts of land owned by the University. The powers that be within the University should also be required, by government if necessary, to take more responsibility in meeting Oxford's unmet housing need. It strikes me as bizarre that of a total of 14,850 homes, almost one third should be apportioned to Cherwell.

Changes Sought

Reasons for Participation

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|------------------|------------|------|-------|--|---|---|---|---|
| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
|------------------|------------|------|-------|--|---|---|---|---|

5218

Comments

Although revised maps are not offered, it is considered that the areas of residential development as shown on PR's 8, 9 & 10 are not acceptable, because it is considered that better use could be made in reducing housing development sizes by using higher housing densities and in some cases ensuring that the "green gap" between settlements is increased .

Changes Sought

Reasons for Participation

Based on the representation, would like to reserve the right to respond if necessary.

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|------------------|------------|-----------|---------|--|---|---|---|---|
| PR-C-0889 | 10/10/2017 | Mrs Donna | Bennett | | N | N | N | Y |
|------------------|------------|-----------|---------|--|---|---|---|---|

2394

Comments

The unmet need for this vast project is unproven and likely overstated. It would have a devastating effect on beloved countryside that is strongly relied upon and used frequently all year round for walks and ensuring a healthier lifestyle amongst locals. It is a bold plan that lacks compromise and respect to the quality of lives in all surrounding areas, now and in the future. Development on this well utilised green space would be a serious offence to the green belt national policy. The evident and frequent recreational use it provides to locals as well as the essential needs to the pockets of wildlife that are struggling to remain are totally disregarded in this plan. Green belt space is billed as such to cap the area(s) from inevitable demands of urban expansion even in so called "extreme cases". Decision making by any parties that stand to profit from the success of this planning on this protected green belt space should be forbidden. This plan has no sensitively for green belt policies or the quality of lives living in the surrounding areas. The infrastructure plans are afterthoughts without acknowledgement to the current infrastructures that are rapidly deteriorating and under daily duress. Building on this precious and utilized green space for the temporary solution of unmet housing needs does not justify or outweigh the irreversible and negative consequences for current and future inhabitants.

Changes Sought

Reasons for Participation

1) If using our green belt areas is truly the only option for development then Cherwell should decline and point to other solutions such as a. brown field sites within Oxford or further out b. current and numerous vast amounts of land either being reserved for commercial use (much of it not looking very utilised or successful. 2) The decision making process should be ultra-sensitive and rigid to the aesthetics at risk and protect this area at all costs realising it's essential potential and use.

Concerned as a long time resident that these plans will affect. Also aware and understand these plans and their implications involving both current and future residents. Strongly believes to be competent and justified to be involved in ensuring that alternatives, and fair compromises are met.

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|------------------|------------|--------|--------|--|--|--|--|---|
| PR-C-0900 | 10/10/2017 | Kieran | Brooks | | | | | N |
|------------------|------------|--------|--------|--|--|--|--|---|

2424

Comments

The proposals are unsound due to the absence of any provision for additional local services. E.g. PR8 Land East of the A44 makes a vague reference to an 'opportunity for health facilities'. Presumably there 'might' be a new GP surgery. This vague language provides no confidence that such a facility would be built. No mention is made of any other additional 'opportunity' within any of the other proposed development sites. This highlights the lack of consideration within the proposed Submission Plan for providing adequate additional local services. One concludes that the existing services will have to take up the strain resulting in more pressure on existing GP surgeries, fire, ambulance, hospital & police services. Expanding the population of the areas with an additional 4,400 homes without including an appropriate increase in local services is indicative of how the Submission Plan is not fit for purpose and has not been positively prepared and makes the proposals inadequate & unsound.

Changes Sought

Reasons for Participation

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|------------------|------------|------|--------|--|--|--|--|---|
| PR-C-1011 | 23/08/2017 | Tony | Norris | | | | | N |
|------------------|------------|------|--------|--|--|--|--|---|

2092

Comments

The creation of 1,118 houses on PR6a & PR6b will create a potential of 3000+ car movements a day, together with a further 5000+ movements from PR7a, PR7b, PR8 & PR9. The traffic situation North of Oxford will be at gridlock even worse than that which occurred during the recent alterations to Banbury Rd & Woodstock Rd roundabout.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|--------|--|--|--|--|---|
| PR-C-1129 | 18/09/2017 | Mrs M G | Kibbey | | | | | N |
|------------------|------------|---------|--------|--|--|--|--|---|

3524

Comments

No costs shown for infrastructure schedule. What road improvements are scheduled for houses in area PR6b, PR6a and PR8 as already very congested.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-1172 2126 | 08/08/2017 | Robin | Carey | | | | | N |
| <p>Comments</p> <p>Would a station at Sandy Lane serve a purpose? Presumably a study has been done. Wouldn't it be sensible to have the station in the centre of PR8 rather than the edge? (i.e. extend it to the canal rather than crossing the A44).</p> <p>Changes Sought</p> <p>Wouldn't it be sensible to have the station in the centre of PR8 rather than the edge? (i.e. extend it to the canal rather than crossing the A44).</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-1202 3886 | 08/08/2017 | Mary | Timms | | | | | N |
| <p>Comments</p> <p>Re the plans, PR7(a) is preferable to building at PR6(b) and PR6(a) but not enough homes. If anything, allow PR8 and PR7(a), this may preserve Green Belt and keep a distance.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-1260 2168 | 17/08/2017 | D R | Pickvance | | | | | N |
| <p>Comments</p> <p>(PR8 Land East of the A44), the road between Yarnton and Kidlington will be spoilt by building 1950 houses.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-1283 4196 | 22/08/2017 | NP | Barrett | | | | | N |
| <p>Comments</p> <p>The proposal to build 1950 houses between Kidlington and Yarnton, PR8 will have a massive impact on the A44 and subsequently the A34 which is already a dangerous road.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-1313 4303 | 09/10/2017 | Simon | Barnard | | | | | N |
| <p>Comments</p> <p>The outline development to build 1950 homes will see one of a few areas of open country within easy walking distance of Kidlington, concreted over. This area is crossed by numerous foot paths, a favourite with walkers/dog walkers. If built on they will be left to pound for miles n Kidlington's fume choked main roads.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-1318 4317 | 10/10/2017 | David & Olive | Kelland | Cllr Peter Kelland on behalf of Mr & Mrs D & O Kelland | Y | Y | N | N |
| <p>Comments</p> <p>The policy PR8 Land East of the A44 can not deemed justified or effective as the land shown as retained In the GB makes no sense what so ever. The creation of a 12.2 nature conservation area, a 23.4 hectare canal side parkland for public open space & the retention of 12 hectares of arable land create an effective buffer zone between Kidlington & Begbroke. I can see the logic of the land to the north of the sewerage works being retained in the GB as part of the parkland to increase the buffer effect, but the land to the south of the retained agricultural land would appear not suitable for agriculture & not required for the buffer zone. This area of land would be better & more sustainable for Oxford's unmet need. Cuckoo or Green Lane (the lane that runs from Sandy Lane, adjacent the canal bridge to the A44) is adopted by OCC up to & beyond the level crossing from the A44, giving full access a the field adjacent the lane, south of the retained agricultural land & north of the railway. It is a missed opportunity not to include this land into the revised GB. The reservation of 0.5 hectares within the shown developable area seems at odds with the surrounding planned housing. The planned rail halt/station will attract commuters from the new village settlements at Eynsham & the new large sites at Woodstock as well as the 1950 new dwellings at Begbroke. 0.5 Hectares is not sufficient space for this halt to be used as a park & ride. WODC built 400 new parking spaces at Long Hanborough & more are needed. WODC in its response to the intrusion into the GB voted for this halt/station to be built as a matter of urgency to help with existing & future traffic congestion. The fields either side of the railway, the triangle field shown in PR3a & the field between the railway & the retained agricultural land would be ideal for a railway based park & ride with the new halt/station on land both sides of the track & sufficient car parking space.</p> <p>Changes Sought</p> <p>That PR8 be increased or altered to include PR3a & the land shown as retained in the GB south of the sewerage works & the retained agricultural land down to the A44. This area of land should be for the new halt/station & affordable housing as required by Oxfords unmet need, small family homes for those who would like to cycle to work commute by train .</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-1318 4316 | 10/10/2017 | David & Olive | Kelland | Cllr Peter Kelland on behalf of Mr & Mrs D & O Kelland | Y | Y | N | N |
| <p>Comments</p> <p>The justification & effectiveness of PR3a is at odds with your own requirements for clear permanent boundaries to be re-established for the affected area. The triangle of land at PR3a is shown at Appendix 2 within the new light green area being GB to be removed, clearly not in the GB. A new permanent boundary would follow the A44 & the railway to a point where they meet. As it stands this area is in limbo, on one hand it ls clearly shown as outside of the GB in an area of GB to be removed Appendix 2, yet your policy PR3a regards it as land that needs to be protected beyond the plan period. You agree that the railway line forms a consistent & strong GB boundary, one of your requirements. You say that area PR3a will make little difference, the small field adjacent to Cuckoo or Green Lane could supply 15 to 20 houses identified as a type required in Oxford, being one & two bedroom of affordable rent or low purchase price. This field could allow sustainable housing with good transport links to Oxford & of course be close enough to allow cycle access. I feel that any land adjacent to Oxford should be included to meet Oxfords unmet need. The access to the A44 would be along the route of Cuckoo or Green Lane which is an OCC adopted road up to & beyond the level crossing. The A44 at this point is not a fast stretch of road as vehicles are slowing for the existing roundabout. I am sure a junction could be shown even if it means left turn only. This triangle of land should be included in this review as fully within the site boundaries of PR8</p> <p>Changes Sought</p> <p>As PR3a has been taken out of the Green Belt it should be included fully within the boundaries of PR8 and particularly PR8 16; 'the provision of a limited number of new homes to be agreed with the Council, to provide for students & those working for the University at the Science Park to support Its expansion and reduce car Journeys.</p> <p>Reasons for Participation</p> | | | | | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|----------|-------|--|---|---|---|---|
| PR-C-1326 | 10/10/2017 | Victoria | Masey | | N | N | N | Y |
|------------------|------------|----------|-------|--|---|---|---|---|

4346

Comments

These proposals are not consistent with National Policy. The removal of this land from the GB, which is vital to maintain the separate and distinct identity of the villages of Begbroke and Yarnton, will result in urban sprawl, with insufficient transport infrastructure, and little feasible chance to rectify this. We chose this area for our family home specifically for the access and close proximity to the land within the GB. This proposal will permanently destroy the rural nature of this beautiful area of Oxfordshire.

Changes Sought

For the reasons I have given and the Representations made by The Begbroke & Yarnton GB Campaign which I additionally support and adopt as my own Representation in this document, the plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for inspection.

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-1332 | 10/10/2017 | Peter | Webber | | N | N | N | |
|------------------|------------|-------|--------|--|---|---|---|--|

4368

Comments

If it is shown that development here really is justified, the new station must be provided at an early stage, and must be big enough to allow trains to terminate here (as well as run through) to permit a cross-city link to Cowley and/or Didcot.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------|--|---|---|---|--|
| PR-C-1332 | 10/10/2017 | Peter | Webber | | N | N | N | |
|------------------|------------|-------|--------|--|---|---|---|--|

4364

Comments

Positive Preparation - There has been an apparent failure to stress-test the alleged requirements of Oxford City Council. This is the subject of widespread local criticism, and the latest downgrading of the Government's own estimates of housing requirements undermines the whole basis of Cherwell's proposals and Oxford's demands. We need to start again with a process geared to the current Government figures as an absolute maximum. Damage to the GB just seems to have been assumed as a given, whilst it is not. Justification - The proposals cannot be justified as matters stand, as the figures have not been adequately tested and may no longer be current.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------|--|---|---|---|--|
| PR-C-1332 | 10/10/2017 | Peter | Webber | | N | N | N | |
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4365

Comments

Effectiveness - There is little concrete information as to the funding or timing of infrastructure provision - e.g. a substantial new station will certainly be required, but there is no clarity at all as to how this will be delivered or funded or when in relation to the related development. This all comes across as a wish-list rather than as a blueprint for a successful outcome.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------|--|---|---|---|--|
| PR-C-1332 | 10/10/2017 | Peter | Webber | | N | N | N | |
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4363

Comments

Duty to Co-operate - I do not believe that the duty to co-operate requires a Council to accept without apparent justification the aspirations of an overwhelming neighbour Council where that Council has not done all it can to solve the problems. They have not substantiated the basis for its alleged housing shortfall and has not shown any obvious willingness to co-operate in the funding and/or provision of essential infrastructure. There is a lack of mutuality.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|------|--|---|---|---|--|
| PR-C-1335 | 10/10/2017 | Stephen | Ings | | N | N | N | |
|------------------|------------|---------|------|--|---|---|---|--|

4375

Comments

Not Consistent with National Policy. Purpose of GB is to restrict the sprawl of built up areas, to safeguard the countryside from encroachment, to prevent the merging of towns/villages into one another and preserve their setting, character and history. These policies contravene every aspect of the purpose of the GB - they propose to join up Yarnton, Begbroke and Kidlington with token strips of undeveloped land between them. Combined with proposals for Woodstock and Long Hanborough, how long before these developments stretch to Banbury and beyond?

Changes Sought

Reasons for Participation

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|------------------|------------|---------|------|--|---|---|---|--|
| PR-C-1335 | 10/10/2017 | Stephen | Ings | | N | N | N | |
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4376

Comments

Is there really a need for development on this scale? The road traffic situation in and around Oxford is chaotic, even in its present form. How is the infrastructure to cope with all the extra vehicles on the A44. No infrastructure details are shown on the plans to give any indication of how access to these developments is to be achieved or how the current pinch points for traffic (every roundabout from Bladon through to Woodstock Road, the stretch of single carriageway between the Turnpike roundabout and Frieze Farm roundabout) are going to cope. How is the bus lane going to be incorporated into a single track road? The current situation on the A34 between Boars Hill and the M40 is dire and this size of development will only contribute to greater traffic problems.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|------|--|---|---|---|--|
| PR-C-1335 | 10/10/2017 | Stephen | Ings | | N | N | N | |
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4377

Comments

These proposals stem from Oxford City's inability to fulfil their housing requirements by saying no more land is available. There are a number of brown field sites that could be developed. Cannot the University be pressured into releasing more land for development? Of the proposed 14800 homes apportioned to Oxfordshire, it is beyond belief that only 550 are apportioned to Oxford itself, while almost one third of the total is apportioned to Cherwell District. A complete rethink is needed particularly by Oxford City Council who are attempting to shift their planning problems onto all the other district councils.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-1348 | 09/10/2017 | Alan | Whitley | | | | | |
| 4405 | Comments | | | | | | | |
| Object to sites between Yarnton & Begbroke. PR8, Land East of A44 (Begbroke) this site is on G B. There must be alternative sites? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1348 | 09/10/2017 | Alan | Whitley | | | | | N |
| 4409 | Comments | | | | | | | |
| Object to 2 sites between Yarnton & Begbroke. PR8, Land East of A44 (Begbroke) and PR9, Land West of A44 (Yarnton) because both sites are on G B. There must be alternative sites? PR9 (Spring Hill) has a spring, where will the water go? Expanding William Fletcher School will be dangerous for children crossing the road to playing fields Sanctuary House Nursing Home. Lack of thought to infrastructure. Limited plans for amenities e.g.. shops, GP surgeries. Redeveloping Exeter Hall with existing practices in larger premises would cause Yarnton residents an approx. 6 mile journey which is not ideal. Closing Sandy Lane, used by Yarnton residents to get to Kidlington amenities is stupid. Adding extra miles and time, and increasing traffic N of Langford Lane or S of Frieze Way. Changing one lane on the southbound A44 to a bus lane will increase traffic problems. It's impossible to continue a bus lane through Loop Farm roundabout as it is single carriageway, with bridges. Plus additional cars from 2500 homes would also exit onto the A44 too. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1350 | 09/10/2017 | Mr PA & Mrs JM | Carpenter | | | | | |
| 4418 | Comments | | | | | | | |
| The road is the main alternative route if any problems on A44 or A4260, and its importance is recognised in its salting during cold weather. The closing of an existing highway that is a vital link between Yarnton and Kidlington, without providing a suitable alternative route, is not justified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1350 | 09/10/2017 | Mr PA & Mrs JM | Carpenter | | | | | N |
| 5080 | Comments | | | | | | | |
| The Land East of A44 lies wholly within the Oxford GB. The Cherwell LP 2011-2031 Policy ESD 14 sets out to prevent the merging of villages, whereas PR8 actively pursues the coalescence of Yarnton, Begbroke & Kidlington. This has been titled 'Begbroke' despite most of the proposed housing being in & adjacent to Yarnton. There is no separation between Yarnton & Begbroke despite the Partial Review (Page 118, Para 5.110, point S) stating "the necessity to retain the separate identities of Begbroke, Yarnton & Kidlington". PR8 is not consistent with NP. Cherwell LP 2011-2031 Policy Villages 1 categorizes Yarnton & Begbroke as Category A villages & this policy only allows minor development, infilling or conversion in, or alongside these villages. Thus, PR8 is in complete contradiction of Policy Villages 1. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1351 | 09/10/2017 | Mrs Sheila | Westall | | | | | |
| 4420 | Comments | | | | | | | |
| Opposition to the plan to build high-density housing on the GB land to the east and west of the A44 between Yarnton and Begbroke. GB is a valuable breathing space to prevent urban sprawl and in many cases is agricultural land. Government is committed to protecting GB and development should only be allowed when no brownfield sites are available. Our GB should not developed to meet any part of Oxford City's unmet housing need when the city has brownfield sites. Sites around Cowley, Northern Gateway and Park & Ride at Redbridge could be used for housing and parking transferred to a site less suitable for housing. These brown sites are close to potential employment and therefore have less impact on road congestion. Impact of additional houses on A44 has not been adequately addressed. Suggested bus lanes are impracticable as no consideration given to pinch-points , mainly south of Yarnton where railway and canal bridges restrict the width of the carriageway. Ensuing traffic congestion will increase journey times, pollution, accidents, delivery costs and wear and tear on already deteriorating roads. Causing Sandy Lane to through traffic will inconvenience residents in accessing facilities in and around Kidlington High Street. Additional traffic on the road travelling west towards the A40, through Yarnton and Cassington villages will increase the dangers for children at local schools. Several acres of land to the south side of Sandy Lane was once a landfill site before its present agricultural use; it could be subject to subsidence and release of gases if the topsoil is disturbed by building. There is also the potential for flooding to the west of Yarnton on the lower slopes of Spring Hill, where heavy rain causes flash flooding. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1359 | 09/10/2017 | Mrs K M | Davidson | | | | | |
| 4430 | Comments | | | | | | | |
| Object on the grounds of the destruction of the GB between Yarnton and Begbroke, Kidlington and Yarnton, and the city of Oxford and Yarnton, which would not allow air to flow between the settlements. Surely an objective of the GB? The unmet need has not been proven and brownfield or reserved business sites within Oxford could be used. Traffic problems would increase and the A44, A34, Peartree Roundabout, A40 and all surrounding roads are already overloaded. There are problems getting to the village of Yarnton during rush hour and this would be made worse by the closure of Sandy Lane to through traffic. The traffic will come to a complete standstill during the proposed construction and destroy the potholed roads. Building on fields prone to flooding will lead to environmental problems, and village identities will be lost along with agriculture and wildlife. The proposed development would not provide affordable homes as required by all generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1364 | 09/10/2017 | Mrs Susan | Moss | | | Y | Y | N | N |
| 4435 | Comments | | | | | | | | |
| The policies are unsound because they fail to meet the real needs of people for low cost (rented or for sale) houses that deal with urgent housing problems. Housing to meet local needs could be achieved by building smaller units at higher density and using far less land. Houses for sale at so-called 'affordable' prices, and houses at market prices, do not meet the needs of the teachers, nurses, public sector workers and young families. Build some houses, but make all of them of the type that people need - not what developers and landowners desire. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
|---------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------|-----------------------------------|-------------------|---------------|-------|-------------|
| Proposed Submission Plan - Policy PR8 - Land East of the A44 | | | | | | | | |
| PR-C-1383 | 10/10/2017 | Fiona | Mawson | | N | N | N | Y |
| 4476 | <p>Comments</p> <p>These proposals would effectively merge both into a single conurbation with complete loss of individual identity. Both villages have historical value, existing long before the Domesday Book in which they are both included. With 300 ha of the 1000ha total area of the villages already unavailable for development, the document sets out to remove approximately 20% of the remaining space for Oxford City. This is disproportionate, out of character with the rural setting and would more than double the current number of dwellings in the two villages. Key delivery requirements in Paragraph 1 gives housing density figure of 45/hectare which is significantly greater than any development in Yarnton or Begbroke and out of character with the rural nature of the area. It is also illogical that the area closes to Oxford City (PR6b) is given an average dwelling density of just 25/hectare. Also conflicting information on Sandfly Lane - keep open or close it? Paragraph 18f is absurd and can only lead to increased car (if not public transport) miles and pollution. Sandy Lane must be preserved as an important link between the villages of Yarnton and Kidlington, and is already an emergency route if A44 and A4260 closed. Paragraph 18 1. no need for a railway halt. Public transport access to Yarnton and Begbroke/Begbroke Science Park can be sustained with improved bus routing through villages and along A44 trunk road.</p> <p>Changes Sought</p> <p>The plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for inspection.</p> <p>Reasons for Participation</p> <p>Would like to be represented by Begbroke and Yarnton Green Belt Campaign</p> | | | | | | | |
| PR-C-1383 | 10/10/2017 | Fiona | Mawson | | N | N | N | Y |
| 4480 | <p>Comments</p> <p>Comments on improved transport structure, currently at saturation or in such a poor state (pedestrian/cycleways) as to be unsafe. No solution proposed for current pinch points at Yarnton Turnpike public house, the canal bridge and south side of Pear Tree roundabout. Large budgets beyond current offering will be required. Additionally, Oxford City Norther Gateway development and future links between A40 and A34 in Loop Farm area will cause further congestion and air pollution.</p> <p>Changes Sought</p> <p>The plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for inspection.</p> <p>Reasons for Participation</p> <p>Would like to be represented by Begbroke and Yarnton Green Belt Campaign</p> | | | | | | | |
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
| 5323 | <p>Comments</p> <p>"Policies PR8 and PR 9 propose the siting of 4400 new dwellings on green belt land around and between the ancient villages of Begbroke and Yarnton which would represent a more than doubling of the existing number of houses. In terms of local population it would mean more than tripling the existing levels None of these plans could be described as 'limited' in the context of areas defined in policies PR8 and PR9 where entire discrete settlements would be left without adequate separation between them. These policies would in effect merge three separate communities - Begbroke, Yarnton and Kidlington into one large conurbation; taking 3 small and ancient settlements established over 5000 years ago and amalgamating them into a single conurbation or town. This would represent urban sprawl on a grand scale and would be completely in opposition to the purpose of designated green belt land. Policy ESD14 is further contravened as the separation between land defined in policies PR8 and PR9 will effectively be only the width of the A44. It's clear then that CDC's own assessment that the maintenance of the character of both villages and the surrounding countryside is of vital importance and they should not be buried under a swathe of new development as a planning expedience, especially where no exceptional need has been demonstrated. Policies PE8 and PR9 are therefore not consistent with CDC's own policies and assessments, neither are they in accord with national planning guidelines on green belt land and are therefore both unsound."</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes</p> | | | | | | | |
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
| 5324 | <p>Comments</p> <p>"Policies PR8 and PR 9 propose the siting of 4400 new dwellings on green belt land around and between the ancient villages of Begbroke and Yarnton which would represent a more than doubling of the existing number of houses. In terms of local population it would mean more than tripling the existing levels None of these plans could be described as 'limited' in the context of areas defined in policies PR8 and PR9 where entire discrete settlements would be left without adequate separation between them. These policies would in effect merge three separate communities - Begbroke, Yarnton and Kidlington into one large conurbation; taking 3 small and ancient settlements established over 5000 years ago and amalgamating them into a single conurbation or town. This would represent urban sprawl on a grand scale and would be completely in opposition to the purpose of designated green belt land. Policy ESD14 is further contravened as the separation between land defined in policies PR8 and PR9 will effectively be only the width of the A44. It's clear then that CDC's own assessment that the maintenance of the character of both villages and the surrounding countryside is of vital importance and they should not be buried under a swathe of new development as a planning expedience, especially where no exceptional need has been demonstrated. Policies PR8 and PR9 are therefore not consistent with CDC's own policies and assessments, neither are they in accord with national planning guidelines on green belt land and are therefore both unsound."</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes</p> | | | | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|

5315

Comments

There appears to be an unquestioning assumption on the part of the planners that the Begbroke Science Park will be expanded. This in itself would seem to suggest an entirely blasé and cavalier approach to proper planning consultation from CDC. Something that is not surprising given that there was scant opportunity for locals to respond, object or otherwise comment in its arrival in the area in the first place. I live directly opposite it and the first I knew of the plans was when the builders started putting up the Given its narrow requirements both in terms of employees and local resources, the contribution to the local economy afforded by the Science Park is not something I would regard as particularly significant. So I am at a loss to understand why the partial review document is peppered throughout with claims that ' it is such a vital local asset and one that should be allowed free rein to balloon in every conceivable direction. Perhaps this is a discussion that should be had more widely in the public arena after these broader proposals have been dealt with.

Changes Sought

Reasons for Participation

To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes

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|------------------|------------|------|--------|----------------------------------------------------|---|---|---|---|
| PR-C-1392 | 10/10/2017 | Jake | McLeod | Walsingham Planning on behalf of Oakhill Group Ltd | Y | Y | N | Y |
|------------------|------------|------|--------|----------------------------------------------------|---|---|---|---|

4498

Comments

The site which this representation relates to falls between Kidlington and Begbroke and comprises land owned by Oakhill Group Limited to the south of Oxford Motor Park and adjoining land to the west and north west. The adjoining land comprises a former piggery and bungalow; an immigration detention centre; the properties off Evenlode Crescent; the recently consented Oxford Technology Park, which is currently under construction, and the field to the south. The proposed strategic allocation of PR8 is welcomed, recognising that CDC has a Duty to Cooperate under the Localism Act (2011). Understands that the proposed allocation will remove 190Ha of land from the Green Belt (GB), & once built on will significantly change the character of the landscape between Begbroke, Yarnton & Kidlington. However, the completion of Oxford Technology Park & the development of PR8 will result in the formation of an isolated parcel of land comprising our client's land and adjoining land between Kidlington and Begbroke. According to the Partial Review Submission Version, our clients land, will be retained in the GB. Our client objects to this land being retained in the GB. Considers that following the adoption of the Partial Review as proposed, the land will not serve any of the 5 purposes of the GB & must be removed in the interests of sustainable spatial planning. Reference is made to CDC's Green Belt Review, November 2016 in which our client's land comprises A6, A7, & A8, and a detailed examination of the role that the site will play regarding the 5 purposes of the GB following the proposed allocation of land PR8 is made. The Partial Review Submission version seeks to address the pressure that Kidlington cannot wholly provide all of the high value employment space required, by allocating 14.7Ha land adjacent to Begbroke Science Park. Whilst this does show signs that CDC are trying to meet development needs, the GB Review actually identifies that the PR8 allocation falls short & that an additional 20Ha of employment land will be required to meet demand within the Kidlington area across the Plan period (up to 2031). The Review figure deducts the quantum of floor space already committed for employment use at Oxford Technology Park & is based on the assumption that an increase in market share will ensue as a result of attracting businesses in the Kidlington area (i.e.. 'the snowball effect'). This will lead to an increase in demand for high value employment floor space & the diversion of existing uses (such as R & D companies) from elsewhere. Provided the findings of the GB Review are correct, we believe that there will be a severe deficiency in the amount of employment land reserved for future development in the Kidlington and Begbroke areas, particularly during the medium to end stages of the Plan period. Whilst the Council may seek to address this deficiency through non-strategic allocations within the Part Two Local Plan, we do not consider it premature to be identifying additional parcels of GB for release now, as part of the Partial Review process. The removal of parcels such our client's land & the adjoining land, which evidently fail to meet the purposes of the GB, would not open the floodgates to development as the planning system would still remain in place to determine matters of development control, including infrastructure provision. As a consequence of such high demand, it is clear that the removal of the site from the GB will not render previously developed land within Kidlington unattractive to develop. If our client's land & the adjoining land was to be removed from the GB, urban regeneration would still inevitably occur. Retaining the site within the GB will therefore not assist in achieving the fifth purpose.

Changes Sought

"We would urge the Council to consider the removal of our client's land and the adjoining land from the Green Belt. As we have demonstrated, having regard to the Council's own evidence base, its continued designation will not fulfil any of the five purposes set out at paragraph 80 of the NPPF. On this basis, we do not consider the Partial Review to be justified or consistent with national planning policy." (Relates to land off Langford Lane, Kidlington).

Reasons for Participation

To elaborate on the detailed arguments put forward in these representations.

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|------------------|------------|------|--------|--------------------|--|--|--|---|
| PR-C-1396 | 09/10/2017 | Paul | Walker | Oxford Bus Company | | | | Y |
|------------------|------------|------|--------|--------------------|--|--|--|---|

5164

Comments

SUPPORT these Policies with AMENDMENTS. The development of a Development Brief for these sites. The Brief should clearly set out how the plan proposals relate to the strategic bus network and how this will evolve, what the trigger points to deliver this shall be and give clarity to developers on the costs of developing in these locations as set out at PR8 30. The risk of not doing this is one of a hap-hazard development pattern of sites coming forward which cannot be served by high quality public transport though lack of forward planning, lack certainty for developers and a poorly thought out network connecting major nodes. Support PR8 18(c) and Pr9 8(c) which states the need for the development to enable connection to existing and potential public transport services. The policy needs to explicitly highlight that the development brief will need to contain costed proposals for bus services improvements. Therefore there needs to be mention within the policy of the need to "kick start" bus services for a number of years promoting alternative transport to the car until the development is built out and services viable. This viability may come from diversion into the site of existing services and as such we consider that and extension and/or diversion of the 300 park and ride service provide this role. The Service 300 could connect with the PR10 site as the terminus point calling at PR8 and PR9. The development of this service could be covered through the connected and joined up development brief for this site and we would be keen to work with developers and LPA to plan this service enhancement.

Changes Sought

Would therefore like to see the policy strengthened to highlight the need to connect inter urban bus route networks between settlements that reflect the OCC strategic bus network in a phased manner than can allow new developments to be accessible by modes other than the car with appropriate S106 commitments to enable these developments to be sustainable in a manner that is clear to developers promoting sites.

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | N |
|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|

5334

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in PR8 is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|

5383

Comments

The CDC Local Plan Part 1 and the NPPF (Para 34) support a strategy whereby growth should be directed towards the most sustainable locations, encouraging travel by non-car modes. The County Council's Oxford Transport Strategy is also clear in its objectives for achieving a meaningful modal shift for those travelling into Oxford City away from the private car and towards public transport. In this context, the justification for the Council's approach in pursuing growth at sites such as PR7, PR8, PR9 and PR10 which propose concentrated levels of development (circa 3,220 dwellings) is unclear. The development as proposed is concentrated along the already very congested A44 corridor and around Kidlington which is a known congestion hotspot. While some development in this area may be appropriate, the concentration of sites will lead to significant issues of congestion given that the sustainable modes being pursued (with the exception of cycling) are all road based Park & Ride, Bus and RTP routes. The Sustainability Appraisal (June 2017) recognises that new development around the Kidlington area 'may increase congestion but the Local Plan Part 1 Partial Review allocates new housing sites that encourage the use of sustainable transport and are allocated following consideration of their impacts on transport patterns through the SA'. Notwithstanding assessment of the proposed allocations through the SA, the impact of congestion has not been sufficiently weighed in the balance when considering reasonable alternative sites and a broader distribution across the District. For example, locating development on the rail network at locations such as Islip would assist in removing some traffic movement from the road entirely. It's recognised that there is the potential for a new railway station at Yarnton, but this is a long term strategy with no immediate proposals for delivery. CDC does not consider this necessary infrastructure to support the proposals and simply consider it a potential future benefit. Therefore, all focus for this plan period under this strategy will be on the road, contrary to the conclusions of the Sustainability Appraisal and to which our client objects. Overall, the various transport evidence base documents prepared to date have not robustly assessed the opportunities to improve rail usage despite current work being undertaken to develop the East-West rail link. East-West rail Phase 1 works saw an upgrade of Islip station which is on the new Oxford - London Marylebone line. The Western Section of East-West Rail will also see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s. Despite this significant rail investment, no development is proposed within Islip which is just a 3 minute train ride from Oxford Parkway, 7 minutes from Bicester, 11 minutes from Oxford and under an hour to London Marylebone. Our client is of the view that Policy PR4a (and by association policies PR6-PR10) focuses too strongly on improvements to and mitigations for the highway network rather than considering options for removing traffic from the road network and towards more sustainable modes such as rail. The proposed locations for the additional housing are known areas of congestion and the transport proposals do not go far enough to solve the existing issues, with the proposed levels of development in this location likely to compound matters further. Our client objects to these policies which will lead to increased levels of congestion and the strategy will not achieve a step change in modal split. Soundness - The evidence base prepared to support Policy PR4a (and by association policies PR6-PR10) is not sufficiently robust to justify the approach to allocate this level of housing in an area of existing traffic congestion without an effective strategy to achieve a step change in modal split. The Council needs to justify its approach for focusing so much of the new development in one area which is already known to suffer issues relating to road congestion. Rail has not been considered as a reasonable alternative within the evidence base documents and consequently the draft plan is not justified. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area. The Plan is not consistent with national Policy as the proposed development is not located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Changes Sought

The evidence base has failed to sufficiently consider investment in rail / exploitation of existing rail assets despite recent investment in the East-West Rail project. A thorough exploration of the reasonable alternatives is required. More detailed consideration needs to be given to the potential for locating new development at Islip within proximity to the existing railway station. This location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR4a

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|------------------|------------|-----------|-------|-------------------------------------------------------------------------|--|--|---|---|
| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | | | N | Y |
|------------------|------------|-----------|-------|-------------------------------------------------------------------------|--|--|---|---|

5357

Comments

KPC consider that the huge development proposed will have a major adverse impact on the separate identity of Kidlington, which has led the approach in the development of the Adopted Kidlington Masterplan and is confirmed as important in the adopted Cherwell Local Plan. Cherwell Local Plan 2011-2031 Policy ESD 14 aims to prevent the coalescence of settlements and has a strong role in preventing the coalescence of Yarnton, Begbroke and Kidlington. It will also eradicate the open landscape character of the setting of both Begbroke and Kidlington, and reduce to a meaningless scale the Green Belt in this area. The parcels of land to be developed include land which is rated as of high importance in the Green Belt Studies, where in principle new development is unacceptable. The minimal separation distance between Kidlington and the expanded Begbroke will not prevent intervisibility and a perception of coalescence, contrary to the clear objectives of the adopted CDCLP. There is substantial concern that the development would neither be well integrated with Kidlington, or constitute a genuinely free standing village, due to proximity and intervisibility. The proposed scheme is of a scale which warrants its own new centre, but is so proximate to Kidlington Village Centre that it will also act as a competitor in providing local services, and thus undermine the published commitment to investment in this established centre. This matter does not appear to have been considered indeveloping the strategy. CDC is asked to undertake an urgent assessment of the impact of this substantial allocation on the vitality and viability of, and improvement strategy for, Kidlington Village Centre. A Policy should be developed which promotes and secures investment in the Village Centre if the scheme goes ahead, and this needs to be reflected in the Key Requirements list in the Policy. KPC has concerns about the proposed closure of Sandy Lane. This currently provides a much valued westward link from Kidlington to Begbroke, linking the communities. It is appreciated that if kept open it could provide an undesirable rat-run for traffic from the new development, adding to traffic congestion in Kidlington, but it currently enables Begbroke residents to make use of the Village Centre amenities, and thus support the well-being of the village. A more detailed assessment of the benefits and problems of the proposed closure is required, and mitigation measures developed and required as part of the implementation strategy. If adopted, the Policy should be extended to require substantial investment in offsite transport infrastructure, by reference to Policy PR4a. Without this, it is unlikely to be sustainable and will add to local congestion. Strongly object to PR8 allocation • Request revisions/addendums if adopted "

Changes Sought

Reasons for Participation

KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report.

Proposed Submission Plan - Policy PR8 - Land East of the A44

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5306

Comments

While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha. Whereas the allocation is for 66ha, over 50%larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential development are significantly too large. Given the desirability of this land to developers, there is a clear risk that permission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell's own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan."

Changes Sought

All allocations should be withdrawn because they are premature (need not yet established) and because alternatives to Green Belt development exist. However if some or all of the allocations are confirmed (which we completely oppose) then the plan should be amended to ensure that no more than the specified numbers of houses will be permitted (e.g. by reducing site areas or other stipulations).

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of: our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5305

Comments

"Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 for the reasons given in our objection to release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council. We also explicitly support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons. Policy 10 : Woodstock Allocation. In the case of Policy 10, the site is on the edge of the Green Belt, and would impact on its openness. It would also be an excessive and disproportionate extension to the small historic town of Woodstock particularly when considered in addition to the adjacent site provisionally allocated in the draft West Oxfordshire Local Plan (currently under examination) for 300 houses. Due to wide-spread concerns raised at the hearings, the Inspector has asked West Oxfordshire District Council to conduct a heritage impact assessment of this site given its proximity to a World Heritage site. Cherwell should have conducted a similar assessment, taking into account the cumulative impact of the proposed development. Woodstock town is not within the Cherwell boundary but nevertheless, Cherwell has a duty to seek to protect historic Woodstock from inappropriate development and we consider it is not reasonable or sustainable to locate 410 extra houses in this area to meet Oxford's unmet housing needs."

Changes Sought

All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist.

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of: our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

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| PR-C-1403 | 10/10/2017 | Vicky | Aston | Sport England | Y | Y | N | N |
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5187

Comments

Sport England welcomes the Council's references throughout the document and policies requiring developers to include open space, outdoor sport and recreation. However, Sport England is concerned that the Council has yet to publish its evidence base in relation to playing fields and outdoor sports provision and built sports facilities. The Council will need to ensure that all of the new development contributes towards indoor and outdoor sports facilities in the District. The Council's evidence base will help frame this work. Sport England also recommends that the Council includes a requirement for applicants to include a statement demonstrating how their development has met the 10 principles included in Sport England's Active Design document. See Section 3 of the document 'how to use Active Design' and the proposed change .

Changes Sought

Sport England recommends that the Council consult Sport England at the earliest opportunity on the preparation of the Playing Pitch Strategy. Sport England suggest the following text could be included in the policies to support Active Design: PR5 (10) Provide evidence of how the development has improved the health and well being of new residents by demonstrating how the proposals will meet the 10 Active Design Principles set out in Sport England's guidance document 'Active Design' <https://www.sportengland.org/facilitiesplanning/active-design/>

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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5370

Comments

Main objection to the use of this very large tract of land is that the theoretical capacity of the site was established at 8,731 dwellings in the Initial Sustainability Appraisal Report, which is not dissimilar to the 7,000 put forward by the developer at the time of the Local Plan. At that time, the proposal was rejected, and the Inspector ruled that the small scale local review for employment purposes (at Langford Lane and Begbroke Science Park) was reasonable, while strategic housing was to be located in Bicester, Banbury and Heyford which catered for the expected employment growth. It is not appropriate to use the pretext of meeting Oxford's unmet housing need to source new housing for Cherwell generated employment. This undermines the agreed strategy of the Local Plan. The Kidlington Masterplan deals with minor non-strategic housing to meet local needs. Detailed analysis provided. The closure of Sandy Lane to motorised traffic is undesirable. In 100 interviews conducted in Kidlington High Street, 8% of visitors came from Yarnton, and the closure of Sandy Lane would inhibit this trade. At the time of the Sainsbury's extension around 10 years ago, the Inspector accepted that Kidlington High Street's anchor stores were underperforming relative to average store floor spaces by £5m/year, and the Co-op anchor store has recently received planning permission to reduce its floor space. It is not the case that Kidlington has a thriving centre in which the loss of some trade from Yarnton would be unnoticed. For Yarnton Nurseries, 26% of their trade comes via Sandy Lane from Kidlington. This is unlikely to be made up for by allocations in the Yarnton area, as Kidlington would still be a far larger settlement. Other than the purely trading links, Sandy Lane provides a valued communal link which would not otherwise exist if such a direct link were severed. Would be happy to accept a much smaller scale of development on this site, one that reflects the originally sanctioned small scale 2ha increase in the Begbroke Science Park, with one primary school. But in terms of meeting the bulk of Oxford's needs, believes that there are better alternatives closer to the Northern Gateway that are less damaging in terms of the near coalescence of settlements, and more sustainable.

Changes Sought

Retain allocation of nature conservation areas, one primary school, remove allocation of 1,950 dwellings and secondary school. Remove existing proposed expansion of Begbroke Science Park. Remove references to and indicative map of station. Insert new policy with retained secondary school, and allocation of 200 houses, permitted 2ha expansion of Begbroke Science Park. Insert new station proposal linked by cycleway from a location at Lyne Road.

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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|------------------|------------|--------|---------------|--|---|---|---|---|
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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5375

Comments

Not consistent with national policy. The allocations in Policies PR3, PR6A, PA6B, PR8, and PR12a by virtue of their location, scale, and likelihood to lead to future harm to the Green Belt, fail to demonstrate the 'very special circumstances' required to offset the protection against inappropriate development in the Green Belt, and the coalescence of settlements.

Changes Sought

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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|------------------|------------|---------|--------|----------------------------------|--|--|---|---|
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
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5609

Comments

SUPPORT the proposal in Policy PR12a to deliver 1700 houses in the period 2021 to 2026, but there is no chance that PR6, PR8 and PR9 will deliver in this timeframe. In contrast, The Moors, which is less complicated and of a smaller scale, could assist – and our recent community-led project at Swinderby (Lincolnshire) demonstrates our place-making capabilities.

Changes Sought

On the assumption that the draft Plan would otherwise be held to be unsound, The Moors (PR14) should be included as an omission site for c300 houses, linked to a regeneration package for the village centre and a new 10 hectare 'country park'. In the alternative, it could be specifically listed as a 'safeguarded site' in Policy PR12b, or this policy could be amended to provide for localized Green Belt reviews for housing where planned for sites are not being delivered by 2021.

Reasons for Participation

We confirm that we wish to attend the examination in public.

Proposed Submission Plan - Policy PR8 - Land East of the A44

PR-C-1409 10/10/2017 Richard Cutler Bloombridge Development Partners N Y

5601

Comments

Explains that in terms of the exceptional circumstances listed at paragraph 5.17 of the draft Plan, there is nothing here that would not also justify The Moors (PR14). Contest the following exceptional circumstances listed at paragraph 5.17:

- Circumstances 1 & 2 – These are not exceptional circumstances in the context of the proven alternative case for development that is University-related or by a major inward investor. 4,400 houses (in the context of the Oxford housing stock) is not of a scale that will assist affordability (i.e. create a substantial supply-side price shift). It is also highly unlikely that the people most in need of new housing will be able to afford to live in these new houses.
- Circumstances 3 to 6. These are not exceptional circumstances. They could equally be applied to justify the continuing existence for the Green Belt and its strategic importance between the built up area of Oxford and South East Kidlington (see the first three points at paragraph 5.32 of the draft Plan).
- Circumstance 7. Begbroke does not have any more exceptional place shaping potential than The Moors, but its scale (at 1,950 houses) is totally out of proportion to the environmental sensitivities and landscape and village character in this area, including the strategic need to protect the Begbroke Gap.
- Circumstances 8 & 9. These are just general statements, not part of the exceptional circumstances test, noting the acknowledged importance in Green Belt terms of the ‘rural setting’ along the A44 between Woodstock and Peartree.
- Circumstances 10 & 11. These are relevant, but none of the proposed sites acts to strengthen Kidlington village centre or provide additional facilities that will benefit Kidlington/Gosford, Begbroke and Yarnton.
- Circumstance 12. A joined up Vision is an output from an assessment process (i.e. requirement if the test is passed) not an input or a reason to justify the loss of Green Belt land in itself.

They are based on the false premise that housing need is a compelling exceptional circumstance. It is not, given some of the 4,400 housing units could be sited in Cherwell outside of the Green Belt, as illustrated by West Oxfordshire’s proposals at Eynsham. There is also the need to safeguard land close to Oxford for the University and major inward investors, thus competing away the capacity of PR6 and PR8. Moreover, it is normal for the exceptional circumstances test to address the reasons for allocating land as GB (i.e. paragraph 5.32 of the draft Plan) as well as how the development proposals would ensure a long-term defensible GB boundary, thereby grounding the case for a GB release in the special characteristics and value of the particular part of the GB. This seems to have been omitted, noting that it is particularly tough for development to be supported in strategic gaps given the first three points listed at paragraph 5.32. The whole of the draft Plan fails on this point (and also because of the false premise) and is therefore unsound. There is a need for an alternative strategy (and thereby omission sites).

Changes Sought

Following the precautionary principle, the Plan should start from the assumption that key strategic components of the Green Belt are considered sacrosanct. These components are identified by LUC (i.e. high impact) and include the Kidlington Gap and Begbroke Gap; acknowledging that some development may be acceptable where there are special locational advantages that only the Gaps offer (e.g. for the University or inward investment), or where the resultant development does not significantly impact on the integrity of the Gaps or their permanence.

We note that paragraph 1.19 of the draft Plan records the LPP1 Inspector’s advice that Oxford’s unmet need must be considered within the context of a “countywide housing market area”. It is difficult to see the case for the loss of strategically important Green Belt given this context. Cherwell need to repackage and represent the need for a strategic review of the Green Belt and also take a comprehensive approach to include University and inward investor needs given that the prospect of a further Green Belt review is unlikely for a generation.

Reasons for Participation

We confirm that we wish to attend the examination in public.

PR-C-1409 10/10/2017 Richard Cutler Bloombridge Development Partners N Y

5346

Comments

Object to PR8, where exceptional circumstances have not been demonstrated. We note that the evidence supporting the Local Plan 2015 localized review proposed 2.5 hectares (see Appendix 3), but this has now grown to 14 hectares of employment. Paragraphs 5.109 and 5.110 are particular unpersuasive in addressing the exceptional circumstances test – in process terms, putting the vision for development ahead of an evidence-based assessment of this strategically important piece of Green Belt (i.e. ‘cart before horse’), where the impact is acknowledged by LUC as high. Moreover, in terms of the criteria listed at paragraph 5.112, Begbroke is demonstrably not the ‘best fit’ with the County’s Transport Strategy (e.g. Figures 10 and 11). As well as changes to the draft Plan to reduce or remove the residential in the sensitive southern part of this site, the Policies Map should also include the linkage north to Oxford Technology Park proposed by Alan Baxter (Appendix 1, Figure 15.2).

Changes Sought

The proposals for housing development at Water Eaton and Begbroke (PR6 & PR8) either need to be deleted as unsound or modified to include ‘safeguarded land’ for the University or major inward investors, typically 25 to 50 hectares (based on our Arlington experience, for example in relation to the former Regional Investment Sites in the West Midlands RSS). This will have an impact on the housing capacity of these sites.

Reasons for Participation

We confirm that we wish to attend the examination in public.

PR-C-1418 10/10/2017 Glenda Abramson N

5094

Comments

Is opposed to the proposed Green Belt allocations mainly because CDC has not proved the exceptional circumstances required to build on a GB, nor has it proved Oxford's "unmet need". Use of the GB for development should be the last resort, if at all. The impact of this proposed "sprawl" on the environment would be massive, with extra cars on roads that are unable to sustain what already exists. This is true also of the existing infrastructure as a whole.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

PR-C-1420 10/10/2017 Bob Hessian Weston on the Green Parish Council N

4537

Comments

Objection to Options A and B as National Planning Policy states that a local planning authority should regard the construction of new buildings as inappropriate in GB. The policy lists exceptions but these exceptions do not concur with the exceptions that Cherwell are listing. Limited infilling in villages, and limited affordable housing for local community needs may be acceptable but the proposals put forward by CDC for Kidlington, Begbroke and Yarnton cannot be considered as "limited" and therefore do not meet that criteria. The fundamental aim of GB Policy is to prevent urban sprawl by keeping land permanently open – the CDC proposals would considerably increase urban sprawl - with the villages of Kidlington, Yarnton and Begbroke coalescing and thereby destroying their individual identities. CDC lists "Oxford's urgent and pressing housing need" as an "Exceptional Circumstance for GB development". We accept that there is a need for more affordable housing in Oxford but the figures quoted in the document have been suggested by others as being inaccurate and exaggerated. It is unclear as to which target population this proposed housing is meeting. Ideally it should be for residents who wish to live and work in Oxford. Current stock is already being used by people who commute to outside the area and there is no legislation in place to prevent that. Oxford City Council has not fully explored ALL possible solutions to create more housing within the city. They have shown an unwillingness to build at higher densities and a reluctance to use Compulsory Purchase Orders to acquire land and buildings that have remained derelict or where landowners have resisted requests to release land for building. Given the serious traffic issues that arise from development outside the Oxford city area which is contrary to the requirement of sustainability in the NPPF, it is incumbent on the Oxford City Council to reconsider strategies to satisfy the housing need within its own boundaries before using GB land. CDC lists the "improvement of transport infrastructure in the north Oxford / A44 / A4260 corridor areas" as another "Exceptional Circumstance for GB Development" These routes are already heavily congested and additional housing in these areas will exacerbate the situation. There is insufficient information and data available to show that the County Council's A44/A4260 Corridor Study and its proposals are achievable both physically and financially. It appears to push the traffic and transport problem into other parts of Oxford. It follows from the above that Policies PR8 & PR9 (Development in Begbroke & Yarnton) are Unsound as the sites are in the Oxford Green Belt and the above arguments apply.

Changes Sought

Reasons for Participation

PR-C-1422 10/10/2017 J K Jutton Y

4319

Comments

Object to PR8 - the addition of 2480 new houses between and around Begbroke and Yarnton; unjustified as it would completely change the separate village setting for ever and overwhelm the existing character of the locality by tripling the current population at the expense of prime Green Belt land which National Government and yourselves have pledged to protect.

Changes Sought

Reasons for Participation

Represented by Begbroke and Yarnton Greenbelt campaign group

PR-C-1423 10/10/2017 Dr. Judith Webb

4325

Comments

To the east of PR8, over the railway line and between it and the canal. Please continue to protect from development this green area. There is still a red line around this area indicating it is merely not considered at this time, but might be again at risk in the future. Do not accept further renewed applications from developers for this important buffer area, essential for the survival of the canal corridor.

Changes Sought

Reasons for Participation

PR-C-1423 10/10/2017 Dr. Judith Webb

4324

Comments

Immediately about PR8. Please continue to protect from development the green corridor of the Rowel brook and ancient green Begbroke Lane and the land adjacent Rushy Meadows Site of Special Scientific Interest on the northern side of Begbroke lane. There is still a red line around this area next to the Site of Special Scientific Interest, indicating it is merely not considered at this time, but might be again at risk in the future. Do not accept further renewed applications from developers for this important buffer area, essential for the survival of the biodiversity in the Site of Special Scientific Interest and the thick rich ancient hedgerows along the old green Begbroke lane. The area nearby must remain undeveloped. Begbroke lane is one of the best green walks out from Kidlington that has been enjoyed by my whole family for many years.

Changes Sought

Reasons for Participation

PR-C-1423 10/10/2017 Dr. Judith Webb

4323

Comments

Land east of the A44, 1,950 house. Strong objection to this proposed development which destroys GB and closes the whole of the green gap between Yarnton and Kidlington, making one conurbation that will destroy the distinctiveness of the two 'villages' and destroy wildlife. What will be the future for historic, bendy Sandy lane with its ancient thick, richly biodiverse hedgerows within a new residential development? The ancient hedgerows are both habitat and corridors and are not replaceable. This would need protection and preservation as well as appropriate management BUT my observations are that ancient hedgerows ultimately do not survive if adjacent or incorporated into hedges that are part of housing developments. People may have an ancient hedge at the bottom of their garden, but if they don't like it, they remove it and plant what they like, or if they keep it, they may trim it so tightly that its biodiversity suffers. Also strong objection to the transport proposals which include the closure of Sandy Lane to motor vehicles and a site for a railway station near the current level crossing. This cuts off Kidlington from Yarnton and deprives locals of both of one of the nicest green walks out from Kidlington.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | N | Y |
|------------------|------------|----------|-------|--|--|--|---|---|

4549

Comments

It is only necessary to look at the present difficulties being experienced by local residents, due to an already overstretched and struggling infrastructure, to understand the potentially catastrophic problems that are likely to result from such a proposal if it goes ahead and trebles the population of the area. There are basic amenities in Yarnton but to access a wider range of facilities it is necessary to go to a larger centre, the nearest being Kidlington. However, the bus service between Begbroke, Yarnton and Kidlington was withdrawn making it impossible to get to Kidlington by public transport (community bus does the journey once a week). Yarnton surgery was merged recently with two Kidlington surgeries. Appointments in Yarnton are increasingly difficult to obtain. This means a journey to Kidlington which is now difficult for those who do not drive. Some elderly patients have to travel by taxi for their appointments. The popular and well-supported Garden Centre/Restaurant/Shopping Village on Sandy Lane was recently sold and the new owners have offered to sell the site for development should the Plan go ahead. This would remove one of the well-used local amenities within walking distance for a large proportion of village residents. The Plan encourages residents to walk or cycle rather than rely on cars, but in reality this is not practicable as a means of undertaking journeys essential to everyday life for many elderly or disabled residents or those with young families. Indeed even the young and healthy would be unlikely to choose to walk over two miles in each direction to Kidlington for work or to do such things as visit the doctor, go to the bank, have an eye test, buy do-it-yourself materials, attend church, use the sports centre, do a supermarket shop or keep in touch with family and friends in the wider locality. And cycling is simply not a viable option for most people as a means of getting to work or travelling outside the immediate vicinity, except possibly some of the younger residents. Given these current pressures on essential services it is clear that major investment in improved infrastructure and local amenities would be needed to support the scale of developments being proposed. However, the Plan does not put forward realistic detailed proposals and costings to resolve the potential problems.

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | N | Y |
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4548

Comments

Impact on Begbroke and Yarnton. Since 1991 Yarnton has accepted a number of new housing developments which have increased the size of the village, but have not significantly altered the essential nature and character of the community. The sheer scale of what is now proposed is hard to comprehend and will completely swamp both villages. How can it be deemed acceptable to locate the largest shared (2,480) of Cherwell's allocation of Oxford's alleged unmet housing need (4,400) within the boundaries of such small communities? The two villages will be trebled in size, and the new developments will straddle the Parish boundaries both east and west of the A44, thereby removing the separation between Yarnton and Begbroke, along with their separate identities. The density of the new housing in PR8 is 45 houses per hectare, more than double that of the most recent development in Yarnton on Cassington Road, where Cherwell only gave planning permission on the condition that the number of houses on the site must be restricted to prevent over development. The three-storey blocks of flats on the Cassington Road development are an eyesore and dominate the entrance to the village from the A44 at the Turnpike roundabout. They are completely out of character for such a village. If the new proposal goes ahead with much higher densities, it will completely alter the rural character of the villages of which it will clearly be part. The Plan states that in the PR8 site "there is a clear opportunity to create a very distinctive place and community" (p. 118/5.109). It is obviously envisaging something akin to a University campus around and to the south of the Science Park, which will be autonomous and separate from its surroundings. But since there is no mention of any separation between the new development and existing houses in Yarnton, this does not seem possible. In order to achieve this aim a much larger site away from existing communities would be needed that would afford proper isolation and separation. What is much more likely to be created is a vast expansion of the existing communities. This will alter irrevocably the nature of the communities around the A44 in this area. There will also be very little remaining of the current green buffer between the two villages and their larger neighbour Kidlington. In effect the proposals will create a single large urban area comprising the new high density developments of PR8/PR9, Yarnton, Begbroke, and Kidlington, which will in turn be joined up with the proposed developments around the new Oxford Parkway station on the northern outskirts of Oxford. Has any consideration been given to the new identity of the conurbation that will be created and what measures will have to be put in place for it to work at all, let alone satisfactorily? And which Parish Council will be responsible for the various parts of the new development?

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
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4576

Comments

Supports the allocation of sites at Begbroke, Yarnton & Woodstock. Our comments on the details of these policies are more brief as the physical links with the city are more limited (although the economic links with Begbroke & the University of Oxford as part of the 'Knowledge Spine' are clear and strong), however we welcome the delivery of sustainable transport links into neighbouring communities & onwards into Oxford to provide access to employment, services & facilities.

Changes Sought

Reasons for Participation

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| PR-C-1438 | 10/10/2017 | Serena | Marner | | | | N | Y |
|------------------|------------|--------|--------|--|--|--|---|---|

4589

Comments

Impact on Begbroke and Yarnton. The proposed development of a 'new urban neighbourhood' on the land east of the A44 [Policy PR8] and the 'village' extension to Yarnton [Policy PR9] is not appropriate given the existing numbers of houses in Yarnton and Begbroke. This will mean trebling the size with the coalescence of the villages and the loss of identity, character and setting of these historic sites. With the proposed creation of an urban sprawl, also joined up with Kidlington, and no significant green spaces between these existing villages, the result would be a huge and dense population the size of a town. The density of the proposed housing development is far too high and would be inappropriate in a 'village' setting with the existing communities. It seems little consideration has been given to the health and wellbeing of the residents who would have to live in these high density developments, with very little space allocated to individual residents or to families. Green space is important for a healthy population and especially for children. With food shortages looming in the future as populations increase, we will all have to have gardens big enough to grow our own vegetables and fruit in order to be able to survive. I therefore cannot support the plans.

Changes Sought

Reasons for Participation

I would like Begbroke and Yarnton GB Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-1441 | 10/10/2017 | Katherine | Jones | Savills on behalf of Thames Water | | | | |
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4601

Comments

The Details of this development have recently been used for the update of Cassington's SOLAR. This growth potential, coupled with the other developments both with Cherwell & West Oxfordshire indicate that this site would be under capacity should all these developments proceed as planned. However, there are larger sites in the area, such as Witney and Oxford STWs that may be able to accommodate the growth. Once the housing requirements and strategy of the LA's and TW are clearer, then this SOLAR is recommended to be updated to reflect the most up to date plans. The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Strategic drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a wastewater network capacity constraint the developer should liaise with Thames Water and provide a detailed drainage strategy with the planning application, informing what infrastructure is required, where, when & how it will be delivered. Thames Water advise that this development site could potentially drain to either Oxford STW or Cassington STW depending on the point of connection. The scale of this development would require a strategic solution & total development identified in the Kidlington area within the Cherwell development plan may cause concern if all developments were to go ahead. Thames Water would welcome early consultation concerning any proposed development. There are existing sewers or rising mains crossing this site and where there is no practical way of their being diverted the stand off distances tabulated in the Sewers For Adoption 7th edition will be applied to assess the width of easement required.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-1455 | 10/10/2017 | Nicky | Brock | Carter Jonas on behalf of Mr M Smith and Mr G Smith | Y | Y | Y | Y |
| 5202 | <p>Comments</p> <p>This submission relates to land east of the A44, Yarnton which is located at the southern end of the proposed allocation; Policy PR8 - Land East of the A44 Proposed Urban Neighbourhood. The land is owned by Mr M Smith and Mr G Smith. The land is in agricultural use and it extends to some 11.81 hectares and is outlined in red on the attached plan. The Proposed Submission Partial Review proposes to deliver 4,400 new homes within seven residential development areas. Paragraph 8.60 states that delivering all 4,400 homes, or significantly more, in close proximity to Oxford and the villages of Kidlington, Begbroke, Islip and Yarnton will ensure that the new homes are located in areas with good access to medical services and open spaces for recreation. This approach is fully supported. Development of the land identified at Policy PR8 is a logical urban extension to the settlement in a location which is sustainable being located only a short distance from Oxford, from where the housing need arises. The development adjacent to the Begbroke Science Park will further support the sustainability of the site from the perspective of residents having the possibility of living and working in close proximity. The allocation of a strategic allocation brings with it a range of benefits including the ability of large scale development to delivery infrastructure such as schools and other facilities that might otherwise be unviable through a number of smaller developments to achieve the same housing need. Mr and Mr Smiths' land abuts the A44 to the west and as such Glanville Consulting have assessed the deliverability of an access from the allocated site onto the A44. They have concluded that an access onto the A44 would be deliverable and depending on the design of the site and how much of the allocation it serves will determine the access solution. A junction design could range from a left in left out junction to traffic lights or a roundabout. The exact solution will be a matter for discussion with Oxfordshire County Council as highway authority once the function of the junction is further understood. High level drawings showing how a left in left out option or a roundabout could be accommodated on the A44 frontage accompany this submission. The site is available and deliverable within the next five years. Map attached.</p> <p>Changes Sought None</p> <p>Reasons for Participation To support the Council in the allocation of the site.</p> | | | | | | | |
| PR-C-1457 | 10/10/2017 | Barry | Orton | | N | N | N | Y |
| 4621 | <p>Comments</p> <p>Believes that Cherwell District Council would fight to preserve GB around Oxford to prevent the areas of PR6a, PR6b, PR8 and PR9 ever being developed. Moved to village of Yarnton to be part of a typical English village community but now appears that, if not stopped, developers will be given carte blanche to turn a crucial part of beautiful Oxfordshire countryside into yet another amalgamated housing estate. Traffic chaos will on A44 by expansion of Begbroke and Yarnton, combined with additional houses at Woodstock and ludicrous proposal to close Sandy Lane to through traffic, will have a devastating effect on the ability of residents and others to use the A44. Majority of people using A44 do not want to cycle to Oxford and the a super cycle way or bus lane would not alleviate the misery. Bitterly oppose the digging up of the historical North Oxford Golf Course (PR6b) for low density, highly priced housing aimed at London commuters – an act of vandalism to a wonderful local amenity which will not help resolve Oxford's low-cost housing shortage. It would be a tragedy for members and visitors, and local people who have access to wander through the beautiful parkland established over 110 years. Cherwell D.C. appear to offer an alternative site PR6c clearly knowing that it would not be acceptable to a golf course developer and would never be recreated. The questions around this proposal are:(a) Why does Cherwell D.C. not offer up PR6c for housing as it is only yards away from the existing club?(b) Why does the city not build its houses on the city's golf (Southfield) course – i.e. on the land it owns and which is ideally suited to higher density housing and in an area of greater need? Why doesn't the Council use its powers of compulsory purchase to acquire the under-used golf course at ST Edward's School or a number of the many under-used college sports grounds, reserved for the rich and academics? This once again shows the stranglehold the University has on Oxfordshire residents. For the reasons given above and the Representations made by the Begbroke & Yarnton Green Belt Campaign which are supported and adopted as part of my own representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for Inspection.</p> <p>Changes Sought</p> <p>Reasons for Participation Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-1474 | 10/10/2017 | Leslie | Allen | | | | N | Y |
| 5199 | <p>Comments</p> <p>"Proposals to develop on Green Belt and misleading statistics relating to the scale of loss of green belt. The Green Belt was set up to prevent urban sprawl, protect open spaces and preserve identities of communities. These proposals directly contradict this requirement and are therefore against national policy. Figures show that the PR08 alone removes at least 50% of the green belt associated with that site, while the development of site PR09 removes a further 16%. Both sites form part of the green belt so development is against national policy and there is no special circumstance for doing so. The statement on page 31 of the summary booklet that the reduction is only 3% is totally misleading as it fails to recognise the impact at local level and is therefore unsound. According to the maps available, the gap between Yarnton and Begbroke will reduce to about 1/5th of its current size i.e. tens of metres rather than hundreds."</p> <p>Changes Sought</p> <p>Reasons for Participation Wishes to participate in the oral examination</p> | | | | | | | |
| PR-C-1482 | 09/10/2017 | Chris | Dicks | | N | N | N | Y |
| 4646 | <p>Comments</p> <p>Objection relates to Policy PR8, land east of the A44. The proposed development is wholly out of scale and unsuitable for the site. This response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Yarnton Green Belt Campaign "BYG".</p> <p>Changes Sought</p> <p>Reasons for Participation For the reasons I have given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-1484 | 09/10/2017 | Nicole and Eugene | Brooks and Griffin | | | | N | |
| 4653 | <p>Comments</p> <p>Object – Land East of the A44 Do not consider the proposed submission plan to be sound and do not see any valid reason for exceptional circumstances to justify removal of green belt land in the area. The report that Oxford's unmet housing need is as high as stated in the plan has been thrown in to doubt with conflicting reports, and that new Government targets are significantly lower than this plan is based on. The plan is unsound and unjustified. It is being rushed through and not based on accurate figures. The proposed plan for improving infrastructure in the area to support this level of development is nowhere near realistic on a physical or financial basis. It does not begin to address the problems that will arise in this area. The proposal of closing the road between Yarnton and Kidlington is not justified at all. The plan is unsound as the need has not been thoroughly assessed or understood and no effective solution has been put forward. There is no justification for removal of green belt land in this area based on these proposals.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-1490 | 09/10/2017 | Ian and Helen | Kingsley | | | | N | N |
| 4679 | <p>Comments</p> <p>Objection of Policy PR8 Strongly object to the development proposed which will have an adverse impact on Kidlington by blurring the separating land between Begbroke. The two villages will no longer be considered independent. This, we believe, conflicts with CDCLP objectives. We believe this is solely a way to expand the Begbroke Science Park which conflicts with spirit of the original plans for the Science Park. What are the net biodiversity gains? The area is already Green Belt land and as such already provides the advantages the policy promises.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1501 | 09/10/2017 | Cherry | Brougham | | | | | N |
| 4716 | <p>Comments</p> <p>Concerned that the transport proposals are unposted and unfunded and therefore only aspirational. No development should proceed until the appropriate transport infrastructure has been costed, funded and firmly programmed. Also, to close Sandy Lane at Yarnton would effectively cut off PR8 from Kidlington, the nearest centre.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
| 5131 | <p>Comments</p> <p>Incorrect consultation form used. Comments relate to proposed submission plan. Changes are required. The housing densities of sites PR6-7 are very low. A considerably smaller land-take could take 4,400 dwellings at urban densities. PR6a and PR6b should be removed from the proposals as their development would all but eliminate the 'Kidlington Gap'. PR6c should be used for housing instead of replacing the current golf course - it is close to the Northern Gateway. At appropriate densities PR7a & b, plus a greatly reduced PR8 and 9 could take the 4,400 dwellings.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1508 | 09/10/2017 | Alan | Graham | | | | N | N |
| 4746 | <p>Comments</p> <p>Policy PR8 - Begbroke Expansion (land to the east of the A44)The development of this site for 1950 dwellings effectively destroys the gap between Kidlington and Yarnton/Begbroke. This brings about a virtual coalescence of settlements and runs completely contrary to the objectives of the Green Belt. The size of this allocation is a new community in its own right, as the population would be in the region of 5000 people and should contain a full range of services including new schools as well as a neighbourhood centre. What is effectively a new settlement should be located elsewhere and not within the Green Belt, tacked onto existing communities. If this development goes ahead it will almost certainly have a negative impact upon Kidlington Village Centre and therefore acts as contrary to Policy PR4b. An element of the proposed development is to close the vehicular access between Yarnton and Kidlington along Sandy Lane. This is the major link between the two communities and its closure will ensure there is little use made of the Kidlington Village Centre. However, retention of this link is inappropriate for this level of development because of the nature of the road itself and if it were to be improved the additional traffic generation through the built up area of Kidlington, for example Yarnton Road, would be to an unacceptable level.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1514 | 10/10/2017 | Councillors Neil Prestidge and Maurice Billington | Prestidge and Billington | | | | | N |
| 4768 | <p>Comments</p> <p>We consider that the development proposed is too big for this site, this development will destroy the open space between Kidlington and Begbroke reducing the green belt to a meaningless scale. In all the studies that have been completed this area of green belt has been identified as high value, reducing it this much would have an extremely detrimental effect on bio-diversity and habitats in the area. The size of this development would bring Begbroke close to Kidlington that it would seem to be joined, this is a direct contradiction to the already adopted Cherwell Local Plan. We are concerned that this will become a free-standing development and will not be integrated with Kidlington or Begbroke. The proposed development is of a size that is going to be given its own centre, given its proximity to Kidlington Village Centre it would be in direct competition. At the moment, a large number of people from Begbroke and Yarnton use Kidlington Village Centre, if there was direct competition from this new centre, this would bring the viability of Kidlington Village Centre into question. We are also concerned about the proposed closure of the Sandy Lane Link Road, this is a vital road that connects Kidlington with Yarnton and Begbroke. If this road was closed then it would affect the viability of Kidlington Village Centre. We urge the council to conduct a more detailed assessment of the benefits and problems that the closure of the road would bring, and to investigate traffic management schemes if this road were to be kept open.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1521 | 09/10/2017 | Alaric | Rose | | | | | N |
| 4788 | <p>Comments</p> <p>Strong objection to this proposed development which will have a hugely adverse impact on the separate identity of Kidlington, which has led the approach in the development of the Adopted Kidlington Masterplan and is confirmed as important in the adopted Cherwell Local Plan. Cherwell Local Plan 2011-2031 Policy ESD 14 aims to prevent the coalescence of settlements and has a strong role in preventing the coalescence of Yarnton, Begbroke and Kidlington. It will also eradicate the open landscape character of the setting of both Begbroke and Kidlington, and reduce to a meaningless scale the GB in this area. The parcels of land to be developed include land which is rated as of high importance in the GB Studies, where in principle new development is unacceptable. The minimal separation distance between Kidlington and the expanded Begbroke will not prevent intervisibility and a perception of coalescence, contrary to the clear objectives of the adopted CDCLP. There is substantial concern that the development would neither be well integrated with Kidlington, or constitute a genuinely free standing village, due to its proximity and intervisibility. The proposed gap between Begbroke and Yarnton will be reduced to 50m in this plan. The proposed scheme is of a scale which warrants its own new centre, but is so proximate to Kidlington Village Centre that it will also act as a competitor in providing local services, and thus undermine the published commitment to investment in this established centre. This matter does not appear to have been considered in developing the strategy. Cherwell is asked to undertake an urgent assessment of the impact of this substantial allocation on the vitality and viability of, and improvement strategy for, Kidlington Village Centre. A Policy should be developed which promotes and secures investment in the Village Centre if the scheme goes ahead, and this needs to be reflected in the Key Requirements list in the Policy. Concerns about the proposed closure of Sandy Lane. This currently provides a much valued westward link from Kidlington to Begbroke, linking the communities. It is appreciated that if kept open it could provide an undesirable rat-run for traffic from the new development, adding to traffic congestion in Kidlington, but it currently enables Yarnton and Begbroke residents to make use of the Village Centre amenities, and thus support the wellbeing of the village. A more detailed assessment of the benefits and problems of the proposed closure is required, including mitigation to prevent the possibility of leading to rat-runs. If adopted, the Policy should be extended to require substantial investment in offsite transport infrastructure, by reference to Policy PR4a. Without this, it is unlikely to be sustainable and will add to local congestion.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | <p>If adopted, the Policy should be extended to require substantial investment in offsite transport infrastructure, by reference to Policy PR4a. Without this, it is unlikely to be sustainable and will add to local congestion. Request revisions/addendums if adopted.</p> | | | | | | | |

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-1529 | 08/10/2017 | David | Stone | | N | N | N | Y |
|-----------|------------|-------|-------|--|---|---|---|---|

5437

Comments

Cherwell District Council's Partial Review of it's Local Plan to 'Meet Oxford's Unmet Housing Need is UNSOUND.

1. It's completely ignores the consequently impacts of Oxford City's new Local Plan, which is still in the "melting pot," and yet to be determined. It does not show a duty to co-operate, quite the reverse. This is significant because these two plans need to work together, not in isolation.

Otherwise, Oxford and the setting of it's immediate northern communities could lose even more protected Greenbelt land than so far proposed.

The sheer scale and amount of Greenbelt proposed for removal is breath-taking and totally in contravention of National Planning Policy Framework, Paragraphs 79 and 80, which define the need and purpose of Green Belts. Cherwell District Council are paying only "lip-service" to the detrimental consequences. This is not acceptable. To claim the amount to be removed is only repents 3% is a very misleading distortion, because the locations identified, PR6b, PR6a, PR6c, PR8 will completely "strangle" north Oxford and are unsustainable. The consequences of what clearly will be a very significant additional spread of - urban sprawl - have not been evaluated effectively.

IT IS IMPORTANT TO RETAIN THE PRESENT GAP BETWEEN KIDLINGTON AND NORTH OXFORD. IT IS IMPORTANT TO STOP URBAN SPRAWL TO PRESERVE THE OPEN INTEGRITY AND SETTING OF CUTTESLOWE PARK.

2. The Plan is NOT POSITIVELY PREPARED.As already mentioned, the number of houses on the sites mentioned above, are unsustainable, and contrary to Cherwell's own Summary Document page 4, they will do exactly the opposite to "limiting Oxford's Outward Growth." Indeed, this will, propel further 'ribbon development' in the future. The Plan is deeply "flawed," there is no mention of how it will safeguard and aid the needs, environment,and access to free-movement of present communities, adjoining the A4165, from the Cuttleslowe roundabout to the Kidlington roundabout by bus, car, cycle or on foot, the same applies across the Wolvercote area to the west end boundaries, where the ultimate impacts of development at the Northern Gateway, Barton Park (further to the east) is as yet unknown. To suggest it meets with the Country Council's Oxford Transport Strategy, is a misnomer, because this strategy is not sufficiently robust to deal with present excessive traffic congestion and health damaging pollution. Further more it is reliant on speculative funding, which may never arrive. TheLink road from Loop Farm A40 to A44, has been promised, but the funding is not in place. The congestion on the A40 is unsustainable and a northern link road is needed north of Kidlington to relieve the over-whelming volume of traffic. Travel from the Park and Ride designated for Eynsham, will be constrained by the reduced width of the bridge on the approach towards the Wolvercote roundabout, so traffic coming to Oxford will remain at a standstill. It is regrettable that the County Council policy has cut bus services from villages, whom also need access to employment, perhaps if some of these villages were a little larger, bus services might be more sustainable?According to Cherwell District Council's Local Plan Summary Document:-It will create balanced and sustainable communities? NO! It will overwhelm north Oxford and Kidlington.It will be supported by necessary infrastructure? NO! No concrete evidence to deal with existing infrastructure, let alone any new infrastructure. It will contribute to improving health and well-being? NO! It will increase detrimental health of existing residents in northern Cutteslowe, north Oxford, Wolvercote and Kidlington. Traffic will be at gridlock all day, everyday, pollution all day, everyday at EXCESSIVE LEVELS in addition to present Oxford Air Quality, non- compliance. Elderly crossing the road or accessing the shops in our area will find it completely impossible.

Changes Sought

Remove the need for affordable housing, because, there is no way it will be affordable next to northOxford. Be honest with people, tell them their lives in Kidlington and north Oxford are to be blightedwith complete traffic gridlock and damaging vehicle pollution.Be legal by NOT destroying Greenbelt land next to Cutteslowe Park, The Golf course, (an essentialrecreational resource currently), and stopping coalesce with Kidlington and north Oxford.

Reasons for Participation

Believes, with respect, the Inspector would much benefit from really listening seriously to ordinary people, regarding the very real experience and particularly genuine concerns of how these 'grand proposals' to 'illegally' destroy all the immediate greenbelt land around Kidlington and north Oxford, will have a completely devastating impact on the lives, health, well being and free movement of wellestablished existing communities.

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| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
|-----------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|

5263

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not "justified" or "consistent with national policy". This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that "under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan". The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored "all other reasonable options" &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the "exceptional circumstances" required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC's approach is predicated on an assumption that "Oxford's Housing Needs" form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that "the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the 'best fit' of local authority boundaries to a functional housing market area." More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) "it is not the role of, or possible for, the plan to prescribe where people live and work;" and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a "separate five year housing land supply . . . For meeting Oxford's needs." This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF's presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW's concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a "reasonable option" for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW's concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish "exceptional circumstances" for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW's comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 "approximately 14 % of Cherwell lies within the Oxford GB". Thus CDC need to demonstrate "exceptional circumstances" as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed "reasonable alternatives" & therefore cannot be considered to have demonstrated "exceptional circumstances" for the release of all of these sites from the GB. * Combined with the inadequacy of the evidence base, these concerns are amplified by the fact that the Submission Plan appears to prejudge the proposed development strategy irrespective of the evidence base. This is reflected in the fact that the (Executive Summary para xiv) states that the Plan "focusses development on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor" & earlier iterations of the evidence base acknowledged that only sites within two of the nine areas of search have been assessed, * Conversely TW have established that the TW site at Bloxham does form a "reasonable alternative" for development within a sustainable location which is capable of meeting housing need. This is consistent with CDC's analysis within the HELAA (albeit that TW's technical analysis is that the site is capable of accommodating a higher level of residential development). * Accordingly the TW site should be allocated for residential development (under this or an additional policy) prior to CDC moving on to consider the need for any Green Belt release. * Without the amendments sought above our clients do not consider that the Submission Plan can be considered "sound", particularly with regards to being "positively prepared" or "justified."

Reasons for Participation

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

Proposed Submission Plan - Policy PR8 - Land East of the A44

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| PR-C-1539 | 10/10/2017 | Tim | Emptage | | | | | | N |
| 4837 | Comments | | | | | | | | |
| Objects to development on PR8 - This very large development of 1950 houses will result in the communities of Begbroke and Kidlington losing their individual identities as they virtually merge with only a very small green gap of about 100 metres between them. It is totally contrary to the Kidlington Masterplan, adopted in 2016, which seeks to strengthen the separate identity of Kidlington. In addition, the Cherwell Local Plan 2011-2031 aims to prevent the coalescence of settlements such as Yarnton, Begbroke and Kidlington. Should the development proceed then it is essential that Sandy Lane be closed as it would be totally unable to accommodate the massive increase in traffic that would inevitably result. The location of the level crossing and the narrowing of the lane at the hump-back bridge over the canal would cause considerable tailback of traffic totally inappropriate for such a small lane. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1544 | 09/10/2017 | Paul | Slater | Edgars on behalf of Mr & Mrs Tomes | | | | | Y |
| 5283 | Comments | | | | | | | | |
| Edgars object to PR8 on the basis that the proposed strategy is not justified or effective for omitting to allocate land at 14-16 Woodstock Road which will be required to ensure the robust delivery of the unmet housing needs of Oxford whilst also safeguarding the long term expansion potential of Begbroke Science Park. Detailed justification and site description for 14-16 Woodstock Road, Yarnton included in rep. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Edgars object to PR8 on the basis that the proposed strategy is not justified or effective for omitting to allocate land at 14-16 Woodstock Road, Yarnton which will be required to ensure the robust delivery of the unmet housing needs of Oxford whilst also safeguarding the long term expansion potential of Begbroke Science Park. | | | | | Mr and Mrs Tomes have (and land under their control at 14-16 Woodstock Road, Yarnton. This land falls with plan proposal PR3a and adjoins plan proposal PR8. As such Mr and Mrs Tomes have a particular interest in the plan and reserve the right to participate at the oral part of the plan examination. | | | | |

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| PR-C-1622 | 09/10/2017 | Andrew | Hornsby-Smith | Kidlington & Yarnton Labour Party | | N | Y | N | Y |
| 5535 | Comments | | | | | | | | |
| Kidlington & Yarnton Labour Party acknowledges the real housing need for Oxford. It is not convinced that the need is for 4,400 houses to be built in Cherwell District. It opposes the allocations in the vulnerable Kidlington gap (proposed policies 6a, 6b), which it believes will mainly be used by London commuters rather than meeting local need; and by the size of the allocation made between Kidlington and Yarnton (Policy PR8). It considers that there are less harmful alternatives available at Gosford (the area allocated for playing fields in Policy PR 7a and at Stratfield Farm, Policy 7b). It also believes that land at Frieze Farm and close to Loop Farm offers alternatives that are closer to the Northern Gateway employment site and less damaging to the open countryside between Yarnton and Kidlington. It considers that the North Oxford Golf course provides an important Green Belt friendly amenity, and that the need for additional playing fields could be met south of the Park & Ride. It is concerned to ensure that the County Council develops additional Park & Ride capacity east of Kidlington, where the traffic impact would be less damaging than an extension at Water Eaton Park & Ride. It would support the provision of a railway station on the Cherwell Valley line, but not at the proposed location at Sandy Lane, but closer to the airport, Langford Locks and Lyne Road (for the benefit of Kidlington's residents). We are concerned that at each of the main allocations, an unreasonably high level of land has been extracted from the Green Belt, which we believe will lead to future speculative development that will be difficult to resist. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Opposes policies 6a, 6b. There are less harmful alternatives available at Gosford (the area allocated for playing fields in Policy PR 7a and at Stratfield Farm, Policy 7b); and by the size of the allocation in policy PR8. | | | | | I have spoken as a platform speaker at three public meetings in Kidlington and Gosford. I made a substantial representation at the Issues and Options stage. As a former parish councillor, I represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. I have an MSc in Transport Planning, so part of my representation covers that area. I also offer a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. I have no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. I believe my views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. My representation contains primary research evidence which I would wish to represent. | | | | |
| Land at Frieze Farm and close to Loop Farm offers alternatives that are closer to the Northern Gateway employment site and less damaging to the open countryside between Yarnton and Kidlington. | | | | | | | | | |
| It considers that the North Oxford Golf course provides an important Green Belt friendly amenity, and that the need for additional playing fields could be met south of the Park & Ride. | | | | | | | | | |
| It is concerned to ensure that the County Council develops additional Park & Ride capacity east of Kidlington, where the traffic impact would be less damaging than an extension at Water Eaton Park & Ride. | | | | | | | | | |
| It would support the provision of a railway station on the Cherwell Valley line, but closer to the airport, Langford Locks and Lyne Road (for the benefit of Kidlington's residents). | | | | | | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0003 | 24/07/2017 | Julie and Albert | Nutbrown | | | | | | |
| 3 | Comments | | | | | | | | |
| Protesting against plans to build 4,400 new houses on GB around Begbroke and Yarnton. It seems GB does not stand for anything anymore. All wildlife habitat will be destroyed. A thriving bat population will go. A40 traffic is horrendous now what will another 8000 plus cars create, plus the pollution. The Oxford's unmet housing need has nothing to do with CDC so not on our GB. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0022 | 27/07/2017 | Pauline | Brown | | | | | | |
| 27 | Comments | | | | | | | | |
| <p>1. The proposed transport infrastructure would be insufficient to support such an increase in households, not only from these two projects but also Long Hanborough and Woodstock. It is disingenuous to suggest that an introduction of a new bus lane and P&R, would be sufficient, after we tolerated 18 months of inconvenience while improvements were made on the Pear Tree and Cuttleslowe roundabout and there are sometimes long delays during rush hour. 2. The proposed bus lane and P&R are dependant on a new bridge being built across the canal. 3. Sandy Lane becoming a pedestrian / cycle route means that the less physically able in Yarnton and Begbroke will be forced to drive further to reach Kidlington. 4. Flood plan required to alleviate the danger of the canal flooding. 5. Plan virtually joins all three villages together resulting in loss of villages identities and faceless urban sprawl. 6. Major employers in Oxford are mainly in the south and east of the city, so why are you proposing to build so many houses to the north?. Has consideration been given to brownfield sites like large amount of land behind BMW and the Oxford Brookes Wheatley Campus? 7. Consideration will need to be given to the impact on wildlife, e.g. a bat colony on Spring Hill. 8. Why should Cherwell residents be expected to bear the brunt of Oxford City's housing needs? People who live in a rural community do so because they value that way of life and should not be forced to become urban dwellers.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0024 | 27/07/2017 | Stewart | Mitchell | | | | | | |
| 29 | Comments | | | | | | | | |
| <p>The Council should study a published report by Ian Mulheirn which questions housing shortages. Objection 1. Loss of GB for future generations. Currently open countryside is a few minutes away, a car journey will be needed if the proposals go ahead. Objection 2. Traffic. More traffic will make commuting to work by bicycle far more dangerous. Crossing the A44, due to sheer volume of current traffic is challenging. These proposals along with CDC's plans for Woodstock development would make crossing the A44 safely virtually impossible. Objection 3. Fields around Yarnton, Begbroke and Kidlington are known to flood, especially west of the A44 between Begbroke and Yarnton. The CDC has the power to agree or disagree with the developer's submitted flood strategies. Nothing less than a flood relief channel such as planned in Oxford will suffice. In and around Yarnton, after periods of sustained rainfall the ditches fill up and the sewage system backs up, to the point where we cannot flush our toilets. It takes several days for these ditches and drains to be pumped out.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0029 | 09/10/2017 | Jonathan | Mason | | N | N | N | Y | |
| 5589 | Comments | | | | | | | | |
| <p>A key foundation of the Plan is that its intention is to meet Oxford's unmet housing need. However, little consideration seems to have been given to the significant risk that a proportion of this housing is likely to be occupied by people working in London. Since the opening of Oxford Parkway station, there has already been a notable influx of individuals who choose to live in the settlements north of Oxford and commute into London. This is evidenced by the major inflationary impact that the creation of the station has had on house prices. While this has seriously affected the affordability of housing for people who work in Oxford and the local area, it is still very affordable by London standards. Fear that we will be destroying our Green Belt for the sake of London's unmet affordable housing need. Therefore, the Plan is neither justified nor effective and thus is UNSOUND. No consideration seems to have been made to the effect, particularly of Policy PR9, on through routes within Yarnton. Rutten Lane is already used extensively as a cut-through from Cassington Road to the A44. The volume and speed of vehicles along this road puts the children using the preschool, school and park, the elderly living in the residential home and everyone going to the social club and doctor's surgery at risk. This will only get busier with the expansion of the village, thus putting these most vulnerable groups in our society in even greater danger.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |
| PR-C-0029 | 09/10/2017 | Jonathan | Mason | | N | N | N | Y | |
| 5588 | Comments | | | | | | | | |
| <p>An aim of the Green Belt is to "assist in safeguarding the countryside from encroachment". Policy PR9 (Land West of Yarnton) is direct encroachment into this countryside, in a direction in which there is no further development for a considerable distance.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |
| PR-C-0042 | 02/08/2017 | BR & DA | White | | | | | | |
| 51 | Comments | | | | | | | | |
| <p>Object most strongly to the proposals because. 1) The proposed development site lies wholly within the green belt and will cause yet more erosion of this valuable asset. There has been significant development in recent years in many different areas of Yarnton village in areas which had a very rural character, for example in Cassington Road, Yarnton and in Sandy Lane, Yarnton. Further development would be much better suited to areas which have a less rural character, where the size of the development would not have such a detrimental effect to the surrounding area. Why are the "Brown Field sites" within the Oxford City area not being considered for this development? 2) In Sandy Lane there have been regular problems with flooding and with the proposed 1950 additional dwellings producing land cover of yet more concrete and tarmac this is likely to exacerbate the problem of flooding during wet weather. This is likely to particularly affect the properties immediately opposite the Garden Centre and in the new development further up the lane which are below the level of the lane itself. 3) We are given to understand that there is a proposal to close Sandy lane at the level crossing which will incur additional mileage for the residents of this lane and the residents of the Northern end of the village of Yarnton to access our natural shopping area (Kidlington) with the additional pollution that this will generate. 4) Traffic has noticeably increased on the A44 in the last few years and with the large development both east and west of this road traffic will increase further with long queues producing even larger amounts of pollution, particularly during the rush hour periods. The six weeks given by Cherwell DC for deliberations over this development if far too short and is during the holiday period when a lot of people will be away.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0145 | 30/08/2017 | Fred | Jones | | | | | | |
| 563 | Comments | | | | | | | | |
| <p>Paragraph 3, potential to expand William Fletcher School. Why is this necessary when Policy PR 8 at paras 4 and 5 clearly state the intention to build two primary schools to accommodate the additional number of children of primary school age generated by the proposed housing. What thought has gone into the effect that additional transport to and from William Fletcher School at peak times will have on residents living in or adjacent to Rutten Lane. Neighbourhood Policing are constantly being called to resolve very serious parking issues caused by the existing number of vehicles delivering or picking up children. To increase the pupil capacity of William Fletcher School will exacerbate these issues even further. Could it be that having extended WF School to accommodate some of the children from the proposed new housing, one of the proposed new primary schools will not be built at all. Thereby heaping more pressure onto existing Yarnton residents and resources. General:</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0154 | 05/09/2017 | Bethan | Gawthorne | | | | | | N |
| 608 | Comments | | | | | | | | |
| Absolutely object to this development, particularly PR9 and PR8. I choose to live in a small village and this development will destroy 3 villages and merge them into one, destroying the communities in them and losing their unique characters forever. The road network around these villages is a nightmare and traffic is regularly unable to flow freely in and out of the area; this development will only make it worse. The GB should be protecting land from this kind of development. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0189 | 06/10/2017 | Susan | Oldfield | | | | | | N N N |
| 1196 | Comments | | | | | | | | |
| Objection in every possible way. It could not possibly achieve its alleged objective of providing affordable homes for workers in Oxford. It is too big and in entirely the wrong place. Building on GB is not consistent with National Policy, nor consistent with Cherwell's Local Plan approved in 2015. (see Policy ESD 14: Oxford GB). It is Not Justified as it meets no needs within Cherwell but is designed solely to meet Oxford City Council's alleged "unmet housing need". Oxford's demands are based on out of date figures taking no account of changing factors, including likely outcomes of Brexit. The expected new method will result in a significant reduction in the figures for both Oxford City and Cherwell District. In recent correspondence with the leaders of both Councils have been blithely told that the figure can be easily re-inflated, to all for "expected economic growth". Oxford City Council could meet its own housing needs by prioritising housing for its existing residents over greedy expansionism. Cherwell District Council has acted hastily and disproportionately, before the real future need is clear. The "duty to co-operate does not oblige Cherwell to provide a dormitory for Oxford's expansionist plans. It is not a duty to comply with inappropriate demands. Particularly when destruction of the GB is involved. This area of GB fulfils every purpose for which the GB was designed. It was intended to have permanent status, giving a clear city boundary and preventing urban sprawl. Environmental damage, and that to the quality of life for all concerned, would be immeasurable and irreversible. The plan is unsound and not effective - the sites either side of the A44 around the villages of Begbroke and Yarnton are regularly flooded rendering it entirely unsuitable for major development. Existing traffic problems would be exacerbated. Roads are already struggling/ regularly congested. Suggested plans for addressing these problems are unrealistic. Transport problems rely heavily on people leaving their cars at home and either walking, cycling or going by bus - unlikely scenarios. The vague idea of a new rail link appears to be unposted and fantastical. Banbury and Bicester already have direct rail links to Oxford. New employment opportunities should be located near to Bicester where there is already more housing than work - thus reducing commuting. The Plan is Unsound in terms of the Environmental Damage it would cause - it is wholly disproportionate and ill-conceived. It would engulf the villages of Begbroke and Yarnton producing a shapeless conurbation with no separation from Kidlington. Historical distinctiveness of villages would be destroyed and surrounding countryside consumed. These fields are currently productive agricultural land, and home to a rich variety of wildlife. Enjoyed by many, both local and from further afield. Green spaces would be reduced to a pitifully narrow strip. There is much anger and dismay that such a plan could ever have been considered. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0223 | 06/09/2017 | John H | Darley | | | | | | |
| 778 | Comments | | | | | | | | |
| The proposal for 1950 dwellings and schools on land to the east of the A44 (and 500+ to the west of the A44) is unsustainable with the current road system and a potential further 3,500 cars trying to access on to the road - especially if it becomes a single carriageway with a dedicated bus lane. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0223 | 06/09/2017 | John H | Darley | | | | | | |
| 777 | Comments | | | | | | | | |
| Object to Cherwell having to meet the 'requirement' for housing for Oxford City when there are possible brownfield sites available: land behind BMW works, East of Summertown, along Marston Ferry Road. Also around North Hinksey village, north of Botley Road, Southfield Golf Course and the current Pear Tree site if and when that was to be moved. Why was Oxford Brookes University allowed to close its Wheatley campus and construct student accommodation in Headington and just recently the use of the Cowley Barrack site? | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0223 | 06/09/2017 | John H | Darley | | | | | | |
| 781 | Comments | | | | | | | | |
| To propose these developments without consideration of the infrastructure requirements, the effect on the environment and the opportunity to provide affordable housing to meet Oxford's supposed needs - not Cherwell's - is unsustainable and I oppose the plan. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0223 | 06/09/2017 | John H | Darley | | | | | | |
| 780 | Comments | | | | | | | | |
| The need for a railway halt/station - who would use this? This would do nothing toward 'the new strategy being Oxford specific'. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0223 | 06/09/2017 | John H | Darley | | | | | | |
| 779 | Comments | | | | | | | | |
| The closing of Sandy Lane to a 'green pedestrian, cycle and wheelchair route with a railway crossing' would be a backward step. It would add to congestion on both the A44 and through Kidlington. A more suitable option would be to upgrade Sandy Lane with a traffic calming measure. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0228 | 01/09/2017 | Peter | Green | | | | | |
| 790 | <p>Comments</p> <p>Against the proposal to build houses on PR8 and PR9 for 2480 houses. The problems facing Oxford City should be dealt with within its own borders. Elected to live OUTSIDE of urban sprawl which will create just that from Oxford towards Woodstock. The traffic grid lock will intensify on the A44 resulting in longer delays and extra air pollution. Our green belt area will be lost, never to be reclaimed, disastrous to local residents and even more damaging to wildlife. In Yarnton in recent years there has been flooding and sewerage risks and Rep do not think there is a well thought out infrastructure plan to deal with this issue. The proposed closure of Sandy Lane to through traffic will only increase traffic on the A44 and make journeys into Kidlington for shopping, banking, etc. even more difficult. You are proposing to change/destroy our way of life in this area. Plans are of no benefit to the residents of Begbroke and Yarnton.</p> | | | | | | | |

Changes Sought

Reasons for Participation

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| PR-C-0260 | 10/10/2017 | Rhian | Pye | | N | N | N | Y |
| 5525 | <p>Comments</p> <p>Increase in population - Yarnton is a village with approximately 1,350 houses with another 390 houses in Begbroke. The proposals from Cherwell District Council ("CDC") will be to build 1950 new houses on the Green Belt land that currently separates the two villages to the east of the A44 (Policy PR8) and another 530 houses on the Green Belt land to the west of Yarnton (Policy PR9). Clearly the combined size of the proposed developments on these two sites is inappropriate when considered against the size of these two villages. They will be dwarfed by the new development. Therefore it would suggest that the selection of sites PR8 and PR9 for this quantity of houses makes the proposed plans unsound. Merging of Begbroke and Yarnton villages - The proposed development at PR8 is entirely on Green Belt land and would result in there being only a narrow gap separating the villages of Yarnton and Begbroke of approximately 50 metres. There is also only a small gap between this enlarged development and Kidlington, meaning in effect that the three villages are merged into one large conurbation with an estimated population of around 30,000. The merging of these three villages would result in loss of individual character and would destroy the semi-rural nature of the area which is so enjoyed and appreciated by the current residents of these three villages. Housing density - The housing density of the larger of the two sites selected in this area (PR8) will be 45 houses per hectare. This is 50% higher than the density of houses built in the Cresswell Close/Pixey Close/Hay Day Close development in Yarnton a few years ago. When awarding planning permission for that development, CDC stated that the number of houses on that site must be restricted to prevent over development. Why has their policy now changed only a few years later despite the fact that the new development is to be built in the same location, i.e. Yarnton. Surely by their previous ruling, this proves that the proposed development is out of keeping with the local area and therefore the proposal should be considered to be unsound. High density housing will damage the historic setting of these two villages of Begbroke and Yarnton.</p> | | | | | | | |

Changes Sought

Reasons for Participation

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y |
| 5575 | <p>Comments</p> <p>The following section provides a response to elements of the Proposed Submission Plan (PSP) that relate to the sites included in Policies PR6 to Policy PR10 inclusive. The section also covers the Sustainable Transport strategy and Oxfordshire Infrastructure Strategy as covered by Policy PR4 and PR11. Evidence base documents reviewed. Detailed comments provided on: Location of site relative to the employment centres of Oxford, cycle and walking, Rapid Transit system, reliance on buses, return journeys from Central Oxford, commuter inflow patterns in Oxfordshire, review of RAG matrices, unfunded Transport Strategy, safety, loss of green space.</p> | | | | | | | |

Changes Sought

Reasons for Participation

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-0265 | 09/10/2017 | Ellis | Davies | | N | N | N | Y |
| 5551 | <p>Comments</p> <p>This will create the ribbon effect along the A44. It is one of the reasons for Greenbelt so as to prevent this kind of development of urban sprawl.</p> | | | | | | | |

Changes Sought

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-0271 | 09/10/2017 | Lynne | Whitley | | | | | N |
| 4410 | <p>Comments</p> <p>Not consistent with National Policy. Not Justified. The 'exceptional circumstances' justifying this removal of GB listed at para 5.17 (page 66) are implausible and represent a bad planning exercise to shoehorn in a sufficient number of homes close to Oxford City without regard to the identity of the existing villages of Yarnton and Begbroke and without effective infrastructure.</p> | | | | | | | |

Changes Sought

Reasons for Participation

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| PR-C-0271 | 09/10/2017 | Lynne | Whitley | | | | | N |
| 4412 | <p>Comments</p> <p>Not Consistent with National Policy. Site lies wholly within Oxford GB. Cherwell Local Plan 2011 - 2031 ESD 14 (page 114) seeks to safeguard the countryside from encroachment. Policy ESD13 seeks to secure the enhancement of the character, and appearance of the landscape, particularly in urban fringe locations. Cherwell Local Plan 2011 - 2031 Policy Villages 1 categorises Yarnton and Begbroke as Category A villages only allowing minor development, infilling or conversion in, or alongside these villages.</p> | | | | | | | |

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0273 | 29/08/2017 | David & Sarah | Thornhill & Ablett | | | | | Y |
| 860 | <p>Comments</p> <p>Strong objection to the proposed erection of 1950 dwellings in Begbroke and 530 dwellings in Yarnton. Both Yarnton and Begbroke are dispersed settlements: infilling could ruin the character of the village while estate development would overwhelm it. The protection of Begbroke and Yarnton's visual, historic and archaeological qualities is also supported by the National Planning Policy Framework, which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Building what amounts to be the largest high density development in the area; merging the sizeable town of Kidlington with the villages of Begbroke and Yarnton will destroy the unique character of these villages entirely, with the loss of the surrounding GB areas which give the villages their identity, rather than becoming part of yet more urban sprawl. Whilst pressure from Oxford DC for the development in Cherwell DC is considerable, mainly for housing city commuters, it has been successfully resisted in similar cases by Vale of the White Horse DC re the large area of brown field land adjacent to the BMW plant, amongst other areas. The reasons for rejecting those schemes included the inadequacy of the local lanes to accommodate even small increases in traffic, and because road widening would destroy ancient field boundaries. There is concern about Cherwell DC's proposals to increase bus services in order to facilitate the proposed developments by closing one lane of the already busy dual carriageway (note: traffic surveys have been averaged over a 12 hour period, ignoring the rush hour bottlenecks that occur at the Turnpike roundabout / following bridge and roundabout on the A44 prior to Pear Tree interchange) as a dedicated bus route. As cyclists, we are increasingly aware of the poor quality of both the road surfaces in the area due to volume of traffic and poor repairs, and the badly maintained cycleways. Increasing traffic through already congested roads will not improve this, and will most likely lead to more RTA's in the area. The proposed siting of the developments are particularly ill-considered: they are on greenfield sites used by many villagers and tourists for recreation and walking dogs. Building here would both diminish the striking views available to locals and new developments would be prominent from many areas of the village. Furthermore, there is no need for this kind of 'open market' housing in the village, which has already seen several 'new' estates being built in recent years. Cherwell DC has more than five years' supply of housing land in other larger areas (Bicester, Banbury, Kidlington etc.) to meet the requirements of its emerging Local Plan's policy. The villages of Begbroke and Yarnton already have enough housing developments: the only identified need is for affordable housing for residents who work locally, as recently confirmed by your Housing Department's Housing Needs Survey. As an alternative to this proposal, we would support the construction of further housing developments for both Oxford and London commuters (making use of Oxford Parkway Station) on, or near to the proposed Northern Gateway site, or other brown field areas which could be identified within the Oxford area, rather than build on GB land merging villages in to greater conurbations.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | If this proposal is to be decided by councillors, please take this as notice that we would like to speak at the meeting of the committee at which this application is expected to be decided. Please let us know as soon as possible the date of the meeting. | | | | |
| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | | Y | Y | N |
| 909 | <p>Comments</p> <p>The site "Land West of Yarnton" is adjacent to the Grade II listed Spring Hill and is within the setting of a number of listed buildings to the south-east. Historic England therefore welcomes the presumed intention behind requirements 15 and 16 of Policy PR9 for the application to be supported by a Heritage Impact Assessment which will "include measures to avoid or minimise conflict with the identified heritage assets within or adjacent to the site" and a desk-based archaeological investigation which may "then require predetermination evaluations and appropriate mitigation measures" as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework. However, requirements 15 and 16, as drafted, only requires the Heritage Impact Assessment to include these measures and only notes that the archaeological investigation may require predetermination evaluations and appropriate mitigation measures respectively. It does not require these measures to be incorporated in or to influence the actual development scheme. The policy therefore provides inadequate protection for the Grade II listed Spring Hill, listed buildings adjacent to the site and potential archaeological remains on the site. As the Council will be aware, paragraph 126 of the National Planning Policy Framework requires local planning authorities to recognise that heritage assets are an "irreplaceable resource" and "conserve them in a manner appropriate to their significance". Paragraph 129 notes that the significance of a heritage asset can be affected by development affecting its setting. Historic England therefore considers that Policy PR8 as written does not conform with the Framework and thus is not sound.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Requirement 15 of Policy PR9 should be reworded as follows: 25. The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with the identified heritage assets within and adjacent to the site. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme." Requirement 16 should be reworded as follows: "18. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme". (Discussions with the Council are ongoing at the time of submitting this representation, but early indications are that the Council will consider rewording these requirements as suggested as minor modifications. If it was to do so, Historic England's objections to these requirements would be overcome). | | | | | | | |
| PR-C-0306 | 10/08/2017 | Anthony | Hall | | | | | N |
| 917 | <p>Comments</p> <p>Key Delivery Requirements' on all these policies are nothing more than a fig leaf. It is perfectly obvious the developers will agree to some or all of them and then will renege on them. This always happens. 50% affordable housing will be thrown out of the window as it has been in Templars Square where 50% has magically transformed into 23%. Similarly, developers never actually deliver infrastructure like schools, community centres or roads that are wide enough. The 'Place shaping principles' in these policies are valueless: there are no measure by which they might be enforced. How can one tell, for example, whether an extension "responds to the 'gateway' location of the site". It's gobbledygook. PR11: This is completely empty. 'Working with partners' does not guarantee anything except that you have no control over the outcome. Nor does 'setting out the Council's approach'. Its all very well having the development proposals demonstrate that infrastructure requirements can be met - it does not mean they will be met.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0410 | 11/09/2017 | Richard | Saunders | | | | | |
| 1057 | <p>Comments</p> <p>Object to the proposals for the easing of Oxford's unmet housing need, these proposals breach Oxford Green Belt. The proposals will do nothing to preserve or spread the character and landscape of Oxford. They will not check the growth of Oxford and will not prevent the ribbon development and urban sprawl, they will worsen and increase it. These will increase the coalescence of settlements from Oxford to Yarnton and Begbroke. Will not safeguard the countryside from encroachment. All these principles will be broken by the proposed development of such a large scale. Why are Cherwell and in particular Yarnton and Begbroke residents having to cope with Oxford's unmet housing need when Oxford City Council don't enforce existing planning requirements on developments within their own area? PR9 is not well planned and provides example of the difficulties of emptying a septic tank which needs to be emptied regularly by lorry. The only way to empty the septic tank is for the lorry to come into the field and pump from the field. How do you suggest I empty my septic waste? The field also acts a valuable buffer for rainwater coming off the larger 100 acre field beyond before it enters the bund in the surgery. That larger field cambers towards the village and has one field drain. If built upon the buffer disappears, water from the field beyond will run straight through the field drain, the bund will overflow and flooding risk will increase to my property and down Aysgarth Road. You would be surprised how quickly that bund fills when we have rainfall. Building on the field will only exacerbate the risk. The field is also a valuable habitat for wildlife with barn owls hunting in the evenings and surrounded by mature oak trees and hedgerows. This habitat will vanish if proposed development is built. Cannot see how the existing infrastructure will cope with an additional 550 homes. The existing roads and pavements in Yarnton and Begbroke are in a poor state of repair. This can only get worse with additional demand placed upon them by a development of such a large scale?</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0438 | 07/10/2017 | Jim | Briden | | | | | N |
| 1113 | <p>Comments</p> <p>Object to Policy PR9. The claim to preserve the separation of communities is false. 100m gap between Yarnton and Begbroke is worthless and not a gap. The proposed build on this strip infringes on Spring Hill and virtually invites future desecration of that area which is of exceptional Green Belt amenity value.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0457 | 09/10/2017 | Aidan | Applegarth | | | | | N N N Y |
| 490 | <p>Comments</p> <p>The duty to co-operate has been misunderstood by CDC Executive Committee Members as a duty to agree, which by virtue of National Planning Practice Guidance (6th March 2014) it is not. The video evidence of the vote attests to key members feeling co-erced into approving the initial Plan which they voiced as doing begrudgingly. By not showing worst/mean/best case scenarios within the consultation documents (e.g.. the Transport Assessment) there is a clear bias in the proposals which is not addressing adequately the true impact. The rep includes a very detailed response which elaborates on this summary of the main points raised. The Plan takes root in the Strategic Housing Market Assessment (SHMA) which was written in March 2014 based on data from 2013. The economic claims of the SHMA were already considered optimistic but have since been overtaken and discredited by Brexit and the consequent downturn in the economy, which the Office for Budget Responsibility and the Treasury see as 'flat' to 'low' growth for the foreseeable future. Given that the SHMA (3.39) has projected housing need at 40%+ above past demographic trends to meet its expected (and now overblown) economic growth, the SHMA itself should be revisited to take account of the material adverse change in circumstances since it was drafted. Unmet housing numbers for Oxford accordingly require a material correction. The scale of the proposed development is excessive and coalesces the villages of Begbroke and Yarnton to form an urban neighbourhood. This is neither necessary (given the overblown SHMA) nor an appropriate use of the green belt (per NPPF guidelines for "limited" development which benefits the "local" community). Plans need toning down significantly or dropping altogether. The Transport Assessment (July 2017) makes critical investment recommendations without which the proposals are unsustainable. A key critical investment being the A44 Southbound bus lane from Begbroke to Loop Farm Roundabout has not undergone any feasibility study yet has the constraints of 1 railway bridge, 1 canal bridge and adjacent private properties, making it a very unlikely or otherwise significantly disruptive and costly investment to provide. I suggest a formal feasibility study and costing is a pre-condition before any shovel breaks the dirt on development build. Finally, it is clear that Councils lack power to commit developers to the level of affordable housing that is needed, yet the Local Plan has no merit or credibility if in the end it fails to deliver the requisite level of affordable housing (after adjustment for SHMA correction). The Council and the developers need to be held to account to deliver the mix of affordable and other housing that the public eventually sign up to so, unless Councils are given authority to build for themselves, appropriate Performance Bonds for 5% of development value in favour of the affected parishes should be a pre-condition of any allocation of affordable housing quota in those parishes.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | <p>To date this Local Plan has been pushed through with a haste, in the mistaken belief that the duty to co-operate is an obligation to agree to Oxford's demands. The video of the CDC Executive Membership vote (June 2017) - available through the CDC website - evidences the failure of our elected representatives to apply an adequate constructive challenge - in public debates on this matter I have found myself having to explain its complexities to others and am able to apply a factual rather than an emotive challenge. Furthermore, it is not believed that the CDC Chair Barry Wood is acting in the public interest: his responses to questions at a public meeting in Kidlington on 21st September betrayed a naïve weddedness to the SHMA, despite a material change in circumstances since it was written in 2014. His appears to be an undue influence on the CDC Executive Committee. This is a sensitive issue for all concerned and needs an independent voice to ensure emotive rhetoric does not disguise or overshadow fact, and to allow a constructive approach to finding a workable solution.</p> | | | | |
| PR-C-0463 | 01/10/2017 | Imelda & Michael | Roberts & Hopkins | | | | | |
| 1136 | <p>Comments</p> <p>Strong objection to the development of land east of the A44 (Policy PR8) and the land to the west of the A44 (Policy PR9). By developing the green belt on these sites Begbroke, Yarnton and Kidlington would become one big suburb of Oxford. The A44 will not cope with the extra traffic that these houses will generate. The introduction of bus lanes will not work because there is not enough room to install new lanes on both sides of the road. The main areas of employment in Oxford are at the car factory and the hospitals and the majority of people will travel by car as it is too far to cycle or walk. The schools in Yarnton and Kidlington are stretched now. Even if you include plans for a new school, how will you staff it? Similarly, the doctors surgeries are stretched. How will you employ new doctors to cope with the extra people? This land floods already. How will the new homes affect this? Where will all the water drain to? How will this affect both new and existing properties? How much will these houses cost? If the press is to be believed and the houses in Barton Park, Headington range from £300,000 to £600,000 , it is likely that these houses will be a similar price. No one will be able to afford them. People who have £600,000 to spend on a house are not going to buy one in the middle of a high density estate where up to 50% is social housing. Why do Oxford City Council need so many houses on Cherwell land? In your booklet it states that Oxford has a need for 28,000 new homes to be provided between 2011and 2031. All of these calculations were done before Brexit. If immigration is controlled - which is one of the things the majority of the country voted for when they voted to leave the EU - the whole country will not need so many new homes. It has been proposed to close Sandy Lane to through traffic. To travel from Yarnton to Kidlington by an alternative route (i.e.. Langford Lane or Frieze Way) adds over three miles to each journey. As quoted by the National Planning Policy Framework part of the purpose of the Green Belt is to stop urban sprawl and to preserve the setting and special character of historic towns. Yarnton is a historic village, over 5000 years old, surely it should qualify to be protected.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0471 | 08/10/2017 | Richard | Whitlock | | | | | N N |
| 1153 | <p>Comments</p> <p>Sites PR8 and PR9 will effectively amalgamate Kidlington with Yarnton and Begbroke. The two smaller villages will lose their identity and become swallowed up in greater Kidlington. The proposed development would bring far more traffic onto the A44 and the junction at Peartree which is already overloaded and congested. To propose more housing in this location, which is not well served by road or rail, and just allocating "land for a future railway halt/station" and a "local centre" as hopeful palliatives to reduce car use, is ignoring the realities of new estate building by developers.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0473 | 30/09/2017 | Dianne | Jones | | | | | |
| 1156 | <p>Comments</p> <p>The scale of the proposed development between Begbroke and Yarnton and beyond is overwhelming. The amount of traffic on the A44 has already increased in the past year. The green belt along the back of Fernhill Road separating Begbroke and the development is not wide enough. There is a greater risk of flooding due to the fact that Rowel brook will not be able to cope with the volume of rain water because there will be a concrete jungle not far away. The rain water has to go somewhere and also settles in the field next to the brook for a long period of time and that could have a devastating effect on the properties along Rowel brook. The land expansion of Begbroke Science Park is not acceptable. It should be moved more towards the railway line so it doesn't affect people living along Fernhill Road and the expansion is far too big. The closure of Sandy Lane is crazy because that route is well used to Kidlington and back and it would take pressure of the A44.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0481 | 06/10/2017 | Mark | Rowan-Hull & Family | | | | | |
| 5416 | <p>Comments</p> <p>PR9 Point 22 "A landscaping structure for the community woodland which helps retain the perceived separation between Yarnton and Begbroke (west) and helps protect Begbroke Wood Local Wildlife Site" is not only a complete fabrication of the truth, it is incorrect and completely ignores valuable expert opinions. The perceived perception of division is most definitely already there with this protected Unique and beautiful open landscape. A wood in between would actually have the reverse visual effect of making them seem one piece of land and joined with one another.(perhaps the overall long term plan?) Begbroke Wood is fully protected and is an existing wildlife site which has been regularly inspected by BBOWT whom strongly oppose any development within a 5 mile radius of this site.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
| 1250 | <p>Comments</p> <p>Gives pictures in the letter to demonstrates Sites PR9 PR8 & PR3e together rather than in isolation and the devastating effect on the green belt. Does policy PR3e protect Begbroke? No.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
| 1248 | <p>Comments</p> <p>3 photographs provided to clarify Green Belt around Begbroke & Yarnton (PR8), Footpath Begbroke and Spring Hill (PR3e). Reduction of green belt in Begbroke & Yarnton1. Cherwell claim in figure 3, page 31 of its summary booklet, that the total area of Cherwell that comprises green belt would fall from 14.3% to 13.9%2. They also claim a 3% reduction in affected green belt. Whilst this is probably true it is not reflecting the real change in affected areas such as Begbroke, Yarnton and Kidlington!! Site PR08 will remove approximately 52% of green belt in Begbroke and Yarnton. Site PR09 will remove approximately 16% of green belt. Our residents do not want organisations or other landowners with vested interests to destroy out pleasant environment to satisfy their own interests.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | |
| PR-C-0525 | 02/10/2017 | Lynne | Whitley | Yarnton Parish Council | | | N | Y |
| 1275 | <p>Comments</p> <p>Land West of A44 (Yarnton) lies wholly within Oxford GB. Cherwell Local Plan 2011-2031 Policy ESD 14 seeks to safeguard the countryside from encroachment. Policy ESD 13 seeks to secure the enhancement of the character & appearance of the landscape particularly in urban fringe locations. Policy PR 9 is not consistent with National policy and thus is UNSOUND. Policy Villages 1 categorises Yarnton as a Category A village. This is only minor development, infilling or conversion is allowable in or alongside this settlement. PR9 is in complete contradiction with this policy and the plan is inconsistent & thus is unsound. The separation of PR8 & PR9 is the width of the A44. Hardly the separation of settlements required by the LP, Policy ESD14 which seeks to separate Yarnton/Begbroke identities. PR9 is not consistent with national policy & thus is unsound.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | As the parish Council representing a village that will be affected greatly by the proposed developments, we would like the opportunity to participate in the oral part of the examination. | | | | |
| PR-C-0535 | 05/10/2017 | Donna | Bennett | | N | N | N | Y |
| 1315 | <p>Comments</p> <p>The exceptional need to build 530 homes on this area due to few alternative locations being available is not proven, convincing or justified. This planning solution for meeting housing needs is insensitive towards overdevelopment to nearby villages, as well as the preservation of already too little remaining natural space and wildlife. How could this possibly therefore be effective or result in potentially healthy new living space? Using small bit of green space left would only be a temporary measure with irreversible consequences. Infrastructure plans are afterthoughts not actually agreed, funded or guaranteed by potential developers. The current infrastructure in surrounding areas, currently and rapidly deteriorating need to be fully considered before further demand. Consistent with National Policy? 50% of homes in the plan is described as affordable to accommodate housing need which means the other 50% is for property investment. Surely using the protected GB space for purely property investment is an infringement on the national GB policy and cannot be considered "exceptional" to the case? Decision making by any parties that stand to profit from the success of this planning should not be allowed. GB space is labelled as such to cap the area from inevitable demand of expansion. Using the little green space left would only be a temporary measure. This development will link Yarnton and Begbroke to the outskirts of the city centre. Housing developments would eliminate a small and precious pockets of wildlife and natural beauty that essentially keeps the current and unsightly urban overspill at bay The planning also threatens the deteriorating infrastructures in urgent need of solutions due to evident daily duress. Building on these precious bordering green spaces for the temporary solution of unmet housing needs does not justify or outweigh the irreversible and negative consequences for current and future inhabitants.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Changes to Plan 9 so that it is more legally compliant and sound. 1. Brownfield sites within Oxford and further out should be used instead The demand of more housing will continue and the GBs are only a temporary measure. 2. Decision making process should be ultra-sensitive to the aesthetics at risk and desirable living surroundings that will deteriorate rapidly with too much urban sprawl endless green space borders. 3. The decision making process should be ultra-sensitive and rigid to the aesthetics at risk and protect this are at all costs realising it's essential potential and use. | | | I am a concerned as a long time resident that these plans will affect. I am also aware and understand these plans and their implications involving both current and future residents. I strongly believe I am competent and justified to be involved in ensuring that alternatives, and fair compromises are met | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0548 | 09/10/2017 | Clive | McDonnell | | | | | N |
| 1363 | <p>Comments</p> <p>Objects to pg. 127, para 5.117, the statement 'bring some benefits to Yarnton' is misleading. The scale of the development will have irrecoverable impact on the village, negatively impacting natural environment & residents health & increasing pollution & congestion. This is in conflict with the NPPF. The improved cycle way, pg. 127, para 5.116 being a shared pathway lacks consideration to pedestrian safety. The development will mean a reduction in safe emergency landing areas for the Oxford Airport, causing increased risk to residents & traffic. The NPPF states adequate consideration must be given to flooding issues. GB behind Rutten Lane residences & Yarnton Medical Practice have had issues with flooding, requiring expensive remedies. There is little consideration given to the risk of flooding for the proposed development. Pgs. 127-128, paras 5.114-5.123 fails to consider the habitat for protected species of wildlife to GB at the rear of Rutten Lane, especially established bat colonies in trees. This is in conflict with NPPF directives on conserving wildlife. Pg. 133, para 22, contains subjective comment, a "perceived separation between Yarnton & Begbroke". The separation of these communities is historical fact, not perception. The development will lose the demarcation & individuality of each village & is in conflict with the NPPF. Release of GB for expanding William Fletcher Primary School does not consider child safety. Relocating the playing fields will require children to frequently cross the access road to Sanctuary Care Home, & puts the children at risk. No mention has been made for increased utility provision, despite them being highlighted as an issue on the sustainability appraisal.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0556 | 29/09/2017 | Kate and Mike | Hopcraft | | | | | |
| 1382 | <p>Comments</p> <p>Concerns over PR8 & PR9. This development is highlighted to meet an unmet housing need. The Plan highlights that they will be 50% affordable homes. Given that the total number of houses in Policy PR8 is 1950, if developers do stick to the 50% (which is unlikely) we were advised that then approx. 20% of the affordable housing (as in previous developments) has been allocated as keyworker housing & there is no reason for this development to be different. This equates to 195 KW houses, & is barely enough to meet the needs of the new schools proposed on the site, let alone supporting this kind of housing need within Oxford. Have significant concerns about the lack of infrastructure for car transport in PR8, increasing the already busy road on the A44 into Oxford with a single lane & narrowing to single lanes at all roundabouts. Concerned that the project will not meet the original aim of meeting Oxford's Unmet Housing Need. The houses will be sold to commuters or purchased for rental, not for local people to be able to get on the housing ladder, or meet the keyworker needs. What's more likely is a much smaller proportion of social housing than is included on the plans. It would be a travesty to lose the feeling of living in the countryside with the PR9 development meaning both sides of the A44 is flanked with houses. Causing increased journey times, queuing & traffic pollution for this development then to not meet the need.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0560 | 04/10/2017 | Anna | Isles | | | | | |
| 1391 | <p>Comments</p> <p>Object to current plans for Policy PR8 – Land East of A44 (Begbroke) and Policy PR9 – Land West of A44 (Yarnton) shows no regard for the identity of the villages of Yarnton or Begbroke and no real effective infrastructure has been suggested (plans for bus lane improvements and rapid transport routes, for example, are unrealistic due to the physical width of bridges along the route and, of course, finance).</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | | N |
| 1422 | <p>Comments</p> <p>The primary duty of a Local Authority must be to the people it represents. In an independent market research exercise, with a very high sample size, conducted across Oxfordshire by Alpha Research of Thame in April 2015 respondents were specifically prompted that there was considered to be a need for more housing, and of the extent and purpose of the GB, before being asked whether the GB, should be developed for that, or indeed any other, purpose. Their answers were therefore fully informed by recognition of housing need. 76% of respondents considered that the GB should remain undeveloped; 66% considered housebuilding the greatest threat. Although polls have something of a tarnished reputation, this has resulted from situations where marginal inaccuracy can lead to wholly incorrect forecasts in narrow binary decisions. In this case the sample size was so large and so representative, and the outcome so conclusive, that whilst there might be up to a 5% margin of error, this would not be capable of affecting the result, or its scale. Further, this is in line with previous polls, adding to confidence that it accurately reflects public opinion. The same exercise showed that in North Oxfordshire – closely correlating to Cherwell - the outcome was hardly less conclusive, with 71% of respondents supporting the proposition that the GB should not be developed for housing or any other purpose. This was despite years of constant media campaigning by the City Council that Oxford has “no option” but to spread over the GB unless people are to go homeless (a wholly fallacious claim). Despite the City's campaigning, 73% of non-homeowners, and 74% of C2DEs agreed that the GB should not be developed for housing. In other words, the people who would be expected to have been the most responsive to the City's campaigning rejected GB development almost as strongly as the general population. Indeed 73% of the City Council's own constituents rejected it. There can be no doubt that the people both of Oxfordshire, and of Cherwell itself, reject GB development in principle, and this must be given great weight in any consideration of doing so.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB. | | | CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance. | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | | N Y |
| 1429 | <p>Comments</p> <p>GB: CONCLUSIONS: 1. Government Policy and the Public Interest both require the GB to be permanent unless truly exceptional circumstances necessitate consideration of release. 2. Oxford unmet need is not an exceptional circumstance, firstly because it has not been defined and secondly because there are ample reasonable alternatives to accommodate it. 3. The LUC GB study was conducted on flawed principles and should be given little weight. 4. Cherwell have cited no other exceptional circumstances which hold any water – and their primary arguments – proximity to Oxford – is in fact a key argument for GB retention rather than release. 5. If at some future time an Oxford “unmet need” has been shown to exist and satisfactorily quantified, and if that requires any allocation to Cherwell, there are alternatives available to the District other than releasing GB land and therefore none should be released.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB. | | | CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance. | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1428

Comments

THE GB STUDY No great weight should be given to the LUC GB Study. Its purpose was not to determine whether any of the GB made no, or an insignificant contribution to, the purposes of the GB since clearly all of the GB land contributes, and the loss of any would be harmful. Rather, in its own words, the GB Study has been commissioned by Cherwell District Council to assess the suitability of the strategic sites being promoted for development against the five purposes of the GB. In other words the sites had been pre-selected, as we showed above, in the face of GB policy, and targeting the most fragile point in the entire Oxford GB. LUC continue The considerations that will determine the most appropriate scenario, or combination of scenarios, will largely relate to the existing or potential environmental qualities and value of land, and to the sustainability of residential development. This will enable Cherwell District Council to consider whether there are 'exceptional circumstances' (under paragraph 83, NPPF) to justify altering GB boundaries through the Local Plan process, i.e. to enable existing GB land to contribute to meeting Oxford's unmet housing need. That is, value is not primarily judged against GB purposes at all, but against environmental ones, and the sustainability of the land for housing development. LUC found that Release of areas identified as making a low contribution to GB could provide only 5.8ha of potential development land (4.13). Release of areas identified as making a low or low-moderate contribution to GB could, subject to consideration of cumulative impacts, provide 34.6ha of potential development land(4.14). Release of areas identified as making a low, low-moderate or moderate contribution to GB could, subject to consideration of cumulative impacts, provide 166.7ha of potential development land (4.15). Although as noted above, the judgment was largely not on GB grounds, moderate harm was considered acceptable in order to release a larger amount of land. LUC acknowledge that release of fragile GB 4.16 GB that occupies only a small/narrow area between separate urban settlements will tend to rate highly in terms of its role in preventing settlement coalescence. This exactly describes the land chosen for release; but LUC went on. However, if environmental assessment determines that this land lacks significant value then a case could be made for accepting the coalescence, or near-coalescence, of settlements in order to maximise the scale of development in one area. That is the, subjectively assessed low environmental value trumps urban sprawl and severe coalescence, the two founding principles of the GB. Further, they have targeted the very point at which the GB is already narrowest – the Kidlington Gap between Kidlington and Oxford – for release, directly creating the coalescence of two distinct settlements (It is material that Oxford itself is proposing to breach that same area from the South with a proposed development of St Frideswide Farm). The sites concerned are all at the exact point in the GB where coalescence of settlements (Oxford and Kidlington) is most threatened, with the built areas separated presently by a few fields. The proposed GB reviews, together with the release of the Parkway Station and Park and Ride would effectively merge the two settlements. Although Kidlington (population 13,000, 2011) is statutorily a village, it is larger than many towns, notably Thame (11,600) and Henley (11,700) in Oxfordshire.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
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1427

Comments

DUTY TO CO-OPERATE - The SHMA is explicit that Authorities are not expected to meet OAN (Objectively Assessed Need) in full if e.g. it would necessitate Green Belt development. It has been the unforced choice – not the requirement – of Oxfordshire's Councils to agree to meet the SHMA need in full despite wide swathes of Oxfordshire being GB and AONB. It is therefore incumbent on Councils to take on each others' "unmet need" if it would otherwise require GB land to be released. As shown, Oxford's unmet need is very far indeed from being quantified or crystallised, but, if it were, it would be the duty of other Councils to assist Cherwell in meeting its part of that need without releasing GB land, not least by assisting Cherwell to understand how to do so within its own borders. There is no evidence that this has been attempted. Finally, the new OAN calculation proposed by the Government during the consultation defines "need" as the figure shown in the Government's own tables on household projections. This is overlaid in the proposed calculation with an arbitrary (and ill-conceived) uplift intended to reduce house prices. It is also accepted that local authorities may if they wish further inflate their housing targets to provide further economic growth than that already included in the government's base tables. However, it is submitted that these latter two elements cannot be defined as "need" and neighbouring Councils have no duty to co-operate in meeting them.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | |
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1426

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT (continuation)
 c. Even if there were no reasonable alternative sites, and even if densities on allocated non-GB sites could not be increased, the release of GB land could be substantially reduced. The total GB land proposed to be released is 264 ha. 10 hectares is proposed to be released for the station and Park and Ride, which already exist on GB land. There is no obvious rationale for the release. The net GB land to be released for housing is 254 hectares However within this area only 153 hectares is proposed to be actually used for housing, with the rest being allocated for sport, nature, agriculture etc., all legitimate GB uses. On the residual land 3990 houses are proposed at a density of 26 dph (although an average of 34 is claimed in the Plan). If build densities were increased to urban levels – the Council's stated Policy is to treat these incursions for Oxford's unmet need as urban extensions – then 70 houses per hectare, utilising only 37% of the land would be appropriate. This would require only 57 hectares, all of which could be comfortably accommodated on PR8, the least damaging in terms of coalescence and the Kidlington Gap of all these sites.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1425 | <p>Comments</p> <p>OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 2. If Oxford's unmet need were realistic could it be met elsewhere in Cherwell than in GB? a. Yes, it could be met on non-GB sites. Cherwell found that the required number of houses could sustainably be built elsewhere, outside the GB, at Junction9 M40, Arncott, Bicester and surrounding area, Upper Heyford, Junction 10 M40, Banbury and surrounding area. They rejected these alternative sites because they might upset the evolution of the current adopted plan – although why competent planners would not be able to deal with that problem, if real, is not apparent; because there might be shortfalls, although why these should be greater for Oxford's unmet need than for Cherwell's own need was not explained; and more dispersed options provided less opportunity for strategic infrastructure investment (e.g. transport and education), although why this would be the case for, for example, Upper Heyford which is already targeted and developed, or for other centres which already benefit from services, is not explained. The overriding reason for their rejection however was clearly that they were less well situated (than the GB sites) to build communities associated with Oxford, to assist with the delivery of the Oxford Transport Strategy, to provide affordable transport options, and more likely to involve commuting. It is significant that even GB sites like the previously developed Shipton Quarry, were rejected as Development here would relate to Shipton-on-Cherwell, not Oxford. Therefore the parcel plays no role with respect to this purpose (Oxford's unmet need). Simply put, this amounts to saying that all reasonable alternatives were unacceptable because they were not in the GB, or, if they were in the GB, were too far from Oxford. It is an argument that urban sprawl into the GB is justified by the fact that only GB sprawl could (by definition) be close enough to the City; in other words it is an argument not just for nibbling at the GB but for undermining its core purpose. It is clearly unacceptable in its own terms. Further, the proposed new OAN calculation would reduce Cherwell's own need by 33%. The effect of this would be that 33% of the housing trajectory in the Council's adopted plan would be superfluous to Cherwell's own requirement and therefore available to satisfy any unmet needs of neighbouring authorities that might arise. b. The unmet need could be met by marginal density increases on generally low density allocated sites. Policy BSC2 in the adopted plan states New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development. Yet Policy Bicester 1 allocates 380 hectares to just 6,000 homes which is 16 houses per hectare. Assuming for these purposes that 30 dwellings per hectare is the average across the District, the sites to which the present 22,800 homes are allocated would need to increase build density by just 5%, to 36%, to accommodate all of the "working assumption" of Oxford's unmet need. This would still be less than half the density of Central Paris or Barcelona, or Islington in London. Higher density build would also mean smaller houses, of which 63% of Oxfordshire's SHMA need is comprised, and thus better meet public requirements. High densities also reduce the need for car travel and create a stronger sense of community.</p> | | | | | |
| | <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> | | | <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1419 | <p>Comments</p> <p>Not Positively Prepared. Not Justified. Not Effective. Not Consistent with National Policy.</p> | | | | | |
| | <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.</p> | | | <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1423 | <p>Comments</p> <p>The NPPF states that one of its Core Planning Principles (para 17) is to take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the GBs around them, and noting (at para 79) that the fundamental aim of GB policy is to prevent urban sprawl by keeping land permanently open. Paragraph 83 states that once established, GB boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. The recent Housing White Paper, clarifies what the steps before a finding of "exceptional circumstances" should be, when local authorities can demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements. Amongst these "reasonable options" which Local Authorities must demonstrate they have considered before there can be the "exceptional circumstances" required for review/release of GB land are: • making effective use of suitable brownfield sites and the opportunities offered by estate regeneration; • the potential offered by land which is currently underused, including surplus public sector land where appropriate; • optimising the proposed density of development; and • exploring whether other authorities can help to meet some of the identified development requirement. Although not yet law, the White Paper illustrates how high the hurdle for exceptional circumstances must be, given that the NPPF's "fundamental aim is keeping GB land permanently open", and the need to show there are no "reasonable options" before considering GB release.</p> | | | | | |
| | <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> | | | <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | N | Y |
| 1421 | <p>Comments</p> <p>CPRE is opposed in principle to the release of GB land – as is national planning policy. A very strong case therefore has to be made to establish the exceptional circumstances required for the release of GB land. The Cherwell Plan goes nowhere near making such a case; Cherwell's electorate strongly supports retention of GB land as does Government Policy. There are a number of reasonable alternatives. The houses to satisfy Oxford's 'unmet need' targeted at the Cherwell GB could not only, on the Council's own admission, be sustainably built elsewhere in the District on other sites, or by increasing the density of build on existing sites, but also, at least to a considerable extent, within the City itself. Failing that, if there were genuinely no available option other than release of GB, national policy indicates that Cherwell would be expected to decline to do so and require other Councils to co-operate in meeting the unmet need Cherwell itself cannot satisfy. Additionally, during the course of the consultation, the Government published a revised Objectively Assessed Need (OAN) calculation, showing a total Oxford need of half that identified by the Oxfordshire Strategic Housing Market Assessment (SHMA). If adopted the new formula would make it certain that Oxford could accommodate all of its own housing need, and therefore there would be no "unmet need" for Cherwell to meet. The proposed OAN also reduces Cherwell's own need by a third, meaning that even if there were any Oxford unmet need to be covered, it could be met within the surplus the new OAN creates in Cherwell's adopted plan. This review is therefore premature and should be suspended at least until new "need" figures are crystallised.</p> | | | | | |
| | <p>Changes Sought</p> <p>In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.</p> | | | <p>Reasons for Participation</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford GB, we have considerable knowledge about its origins, purpose and ongoing relevance.</p> | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1420

Comments

Government Policy requires development in the GB to be the very last resort, only to be considered if there is no alternative. Cherwell has stood that Policy on its head by making building in the GB its very first choice, rejecting what it accepts were reasonable alternatives. Cherwell says that building as close to Oxford as possible trumps all other considerations. Since Oxford is surrounded by GB, that has led them to select not just GB sites, but the very closest GB sites to the City, at the Kidlington Gap, where the GB is most fragile, just a few fields wide. It is those few fields the Council plans to build on, flatly contrary to GB policy, and the known wishes of the overwhelming majority of its electorate. If the Council gets away with this plan, it will also, again contrary to GB policy, cause the merger of Yarnton and Begbroke into Kidlington; expose Kidlington itself to being engulfed by the predatory City Council which has sought to subsume it for at least thirty years; and also, by declaring that proximity to Oxford is itself an exceptional reason to build on the GB which surrounds the City, fundamentally undermine its very purpose, risking opening the whole GB to development.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. CDC should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the GB.

Reasons for Participation

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PR-C-0562 05/10/2017 Helen Marshall CPRE Oxfordshire N Y

1424

Comments

OXFORD'S 'UNMET NEED' AND REASONABLE OPTIONS FOR MEETING IT. 1. Is the Oxford unmet need real or realistic? Cherwell argues that an "exceptional circumstance" exists in the Inspector approving the adopted plan having added a requirement for "a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford GB, "once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, IS FULLY AND ACCURATELY DEFINED". (Our emphasis) It was our view at the time that the Inspector could have exceeded his remit as there was no evidence before him suggesting that further development in Cherwell was impossible without breaching the GB, nor of the precise quantum of Oxford's unmet need (if any existed) or the capacity of other Districts to accommodate it. However it is relevant that he proposed a Review only AFTER Oxford's unmet needs were fully and accurately defined. They still are not, and a review is therefore premature even on the Inspector's terms. According to the City Council in a report to Scrutiny Committee (12th June), the agreed unmet need allocation, is used as a working basis for current local plans in Oxfordshire which will be updated when the Oxford Local Plan is completed. In other words it is presently neither fully nor accurately defined, as the Inspector had required it should be. Oxford has only now started its own Local Plan process to reflect the Oxfordshire Strategic Housing Market Assessment (SHMA), three years after it was published, and long after Oxfordshire's other Districts. Its draft Local Plan gives no figure for unmet need, or for the City's capacity to meet it. However, taking Oxford's overall "need" to be for 28,000 houses over the plan period, CPRE argues that at least 26,000 could be provided inside the City itself by switching employment sites – the use of which for employment would only exacerbate the housing need the City Council describes as being its Number One priority to overcome – to housing, and increasing densities on all sites to compact city levels. That is even before the outcome of a review of further sites to which the City refers in its plan. (See Oxford/Densities paper attached) Consequently the Inspector's condition, that Oxford's unmet need should first be "fully and accurately defined" is nowhere near met, and, further, there would be little or no "unmet need" for other Authorities to consider. In any event, a "working assumption" of need cannot be an exceptional circumstance justifying GB release, especially when it is likely to be extremely inaccurate. Finally, during the course of this consultation the Government has proposed a new OAN formula to replace the SHMA (on which all the Review numbers are based). This new formula, if adopted, would reduce Oxford's total annual housing need from a SHMA mid-point of 1400 per annum to 746, that is by 47%. This would in turn reduce "unmet need" by two thirds, even before taking into account that the City should use employment land to satisfy existing housing need rather than exacerbate it and build at densities appropriate to cities. The new OAN is at the very least further evidence that the level of unmet need this review seeks to satisfy is neither fully nor accurately defined.

Changes Sought

In CPRE's view, it is not possible to 'tweak' the current document in order to make it sound and therefore the current version of the Plan should be rejected. Cherwell District Council should re-visit the process, as and when the final numbers for Oxford have been examined, adopting higher densities and prioritising protection for the Green Belt.

Reasons for Participation

CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. As one of the founders of the Oxford Green Belt, we have considerable knowledge about its origins, purpose and ongoing relevance.

PR-C-0567 09/10/2017 Dr Ian Scargill Oxford Green Belt Network N N Y

1438

Comments

Strong objection to all of the proposed development in the Oxford GB which "was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area." This quote is from paragraph B256 of Cherwell's adopted Local Plan Part 1 and we fully support it. We also support Policy ESD14 in the Plan to maintain the Oxford GB. The Oxford GB supports all five purposes set out in the NPPF and has been largely successful over the last sixty years. In particular it seeks to protect the setting and character of the historic city of Oxford. The reference to the character of the City, as referred to in Cherwell's Local Plan. is often overlooked but it is a crucial aim of GB policy. The historic city centre by its nature cannot be expanded or comprehensively redeveloped. It is already under substantial pressure and this is likely to become highly damaging if expansion on the edge of the city is not restricted. The City's never-ending traffic problems are testimony to this, and there have been calls for even the number of buses in the centre to be limited. The GB also provides accessible open space, footpaths and other recreational opportunities for residents of the city and for the communities within it. It is well used and supported as public opinion surveys have shown. GB is intended to be a permanent designation only to be changed in exceptional circumstances (NPPF). We think that that the overall levels of growth proposed are unnecessarily high and that alternatives to development in the GB are available. We therefore consider that exceptional circumstances do not exist to justify development in the GB.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth, at realistic levels, away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should a) discourage further employment generating development in the city unless it is absolutely essential and b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
|------------------|------------|--------|----------|---------------------------|---|--|---|---|

1439

Comments

Strong disagreement with the assessment that “exceptional circumstances” exist. Twelve “circumstances” are listed. The final ten are not exceptional circumstances at all. Some of them might be described as “opportunities”, some of them are simply descriptions of how development might occur, and others are meaningless, for example “12.the ability to create a sustainable, holistic, joined up vision for the whole of the Oxford/Kidlington/A44 corridor area”. That statement certainly does not constitute an exceptional circumstance. Exceptional Circumstance 1 (urgent and pressing need for homes) is highly contentious. It is based on the assessment in the SHMA which has been heavily criticised and never validated. The proposed DCLG standardised methodology proposes a much lower level of need that takes account of affordability. Exceptional Circumstance 2 (clear inability of Oxford to meet its needs) is also unproven. Oxford’s needs have not been established through its own local plan process and neither has its ability to meet its own needs. It is clear that alternative development strategies could accommodate a significant number of additional dwellings within the city. The submission document in proposing to develop in the GB is in complete opposition to the purpose of the GB and contradicts Local Plan Pt 1. The main purpose of the Oxford GB, (Local Plan Part 1 para B256), is to limit the growth of Oxford to avoid damage to its character and heritage. Oxford City Council itself should have a part to play in this by restricting the growth of employment generating activities to the minimum necessary. This would have the double benefit of releasing some land for housing and reducing the demand for further housing. However its currently proposed policies do the opposite. We have made this point in our representations to the recent Options consultation on the Oxford Local Plan. Alternative development strategies – which have been successful in the past – are possible for Oxfordshire, and include the diversion of growth away from Oxford towards the country towns. Oxford City Council should play its part in this. We also think it would be possible for the Oxfordshire authorities to promote the diversion of some economic growth to other parts of the country which would welcome and benefit from it – possibly through formal ‘economic twinning’ arrangements.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1440

Comments

This Plan is contrary to the NPPF which states in paragraph 14 that Local Plans should meet objectively assessed needs unless specific policies in the Framework indicate development – including land designated as GB - should be restricted. It is also contrary to the twelve core land use planning principles set out in Paragraph 17 of the NPPF one of which is that planning should take account of the different roles and character of different areas, promoting the vitality of our main urban areas and protecting the GBs around them. Furthermore, National Planning Practice Guidance makes clear that assessing need is just the first stage in developing a Local Plan and that once need has been assessed, the local planning authority should take account of any constraints such as GB, which indicate that development should be restricted and which may restrain the ability of an authority to meet its need. Cherwell has accepted (or, more accurately, been pressured to accept) the inflated figures of the Oxfordshire SHMA in full and has never followed this guidance to “take account of any constraints such as GB Which may restrain the ability of an authority to meet its need”. The proposed submission plan is therefore not consistent or compliant with national policy.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

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Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1441

Comments

We note that the plan calculates the loss of GB to be 3%. There is an implication here that the loss is relatively small and therefore acceptable. This is fallacious as is illustrated by the following example taken from a paper by Professor Dieter Helm, Chair of the Government's Independent Natural Capital Committee "Think about St James' Park in central London, set between Buckingham Palace at one end and Whitehall at the other. Suppose a developer comes along with a proposal; to build on a small plot on one corner of St James' Park. This developer might argue as follows. The marginal value of the patch of grass in a small corner is not that great. After all, all the rest is left. Better still, the developer might pay such an enormous price for the small bit of land that perhaps a hospital could be built elsewhere with the proceeds. The marginal value to the ultimate owner of this house is so great relative to the marginal value of the small corner of St James' Park that it makes marginal economic sense to build on it. There are two problems with this argument. The first is that the same marginal case can be made for the next small bit of St James' Park. Indeed the value to the developer is even higher now because the Park is now slightly smaller. And for the next bit, the argument just gets stronger. Carried to its limits there is a great marginal case for incrementally building all over St James' – and Hyde Park, and Regent's Park and indeed all the green spaces in London. That is indeed what would have happened if the market had been left to allocate the land as if St. James' was a private good. It is what would happen to the GB too. The second problem is that the reason why the land is so valuable is because it is not surrounded by other houses in close proximity. The very rich person who buys this house on the corner of St James' is paying so much because others are not able to do so, and because it is St James'. We cannot all have green spaces around our houses – green space is in fixed supply. Carry both of these arguments across to the GB. Each marginal bit has a marginal economic case for developing it, and as each bit is chipped away, the value of the whole public good – the GB system – diminishes. The core point here is that the marginal case if carried through to its logical conclusion leads to no GB – there is a good marginal case for building on each and every marginal bit of land, as there is for building on each and every bit of St James' Park." The loss of a small proportion of GB therefore increases the likelihood of further loss. GB should be considered as an entity or system not as a collection of individual land parcels. This is a further reason why we fully endorse Government Policy (NPPF para 79) that GB is a permanent designation.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

Reasons for Participation

The Oxford Green Belt Network (OGBN) was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination in necessary and justified because of our longstanding interest and understanding of the Oxford GB.

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|------------------|------------|--------|----------|---------------------------|---|--|---|---|
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | N | | N | Y |
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1442

Comments

We consider it to be a serious omission that at the options stage a question was not asked about the acceptability of development in the GB. This is probably the most important matter raised in this review. The plan may therefore be rendered procedurally noncompliant.

Changes Sought

The plan should be withdrawn and a spatial strategy for Oxfordshire established which can address the issues addressed in this review in a co-ordinated and consistent way. Through such a strategy the Oxfordshire authorities should continue with their previous approach of actively encouraging further employment and housing growth away from Oxford. Oxford City Council and Cherwell in particular should co-operate more effectively and as part of this Oxford should (a) discourage further employment generating development in the city unless it is absolutely essential and (b) use some of the land it has currently allocated for employment, together with other previously developed land, for well planned high density housing.

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| PR-C-0570 | 08/10/2017 | B A | Hughes | | | | N | |
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500

Comments

Believes the proposed submission to be unsound, not properly prepared, not justified and not effective. Objects to Policy PR3 The Oxford Green Belt, Policies PR8 and PR 9 propose removal of specified areas of land from the Oxford Green Belt. This is not consistent with national policy and therefore unsound. Particularly object to the building in the Kidlington Gap, the most vulnerable part of the Green Belt. This area need to be protected so that there is not a continuous urban sprawl from Kidlington to Oxford. There is not an exceptional case for building on the Green Belt as the housing overspill need for Oxford has been created by the City Council choosing not to use its own sites for housing and not ensuring that sufficient affordable houses are built.

Changes Sought

Reasons for Participation

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| PR-C-0590 | 02/10/2017 | Alan | Jones | | | | | |
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1485

Comments

The proposed destruction of Yarnton's Green Belt (PR8/PR9) to meet Oxford City's hypothetical housing need does not include any requirements of Cherwell D.C or reflect the wishes of the local community, and I submit that the exceptional circumstances required to join Yarnton, Begbroke and Kidlington to Oxford have not been demonstrated. Indeed, "housing need" met by the proposed extension to Begbroke Science Park seems as yet unexplained and of sole benefit to the University. Infrastructure proposals appear to have disregarded the effect of a further 1500(?) vehicles now forced onto the busy A44 at Yarnton (and the ensuing tailbacks from The Turnpike to Woodstock), or the needs of the solitary and already overstretched Health Centre in that village. Similarly, the proposal to build on land west of the A44 on the slopes of the appropriately named Spring Hill (PR9) has seen fit to ignore a history of flooding in Rutten Lane & Cassington Road (and more personally, in my garden!) and seems to assume that the addition of this extra and high density housing will not require a massive overhaul of Yarnton's ancient drainage system. I am sure other people have expressed their views on the need to protect our environment for this and future generations, and I would request that my name be added to that list.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
| 1531 | <p>Comments</p> <p>PR8 Key Delivery Requirements, Para 1 gives housing density figure of 45/hectare. Policy PR9 Key Delivery Requirements: Para 1 gives a housing density of 35/hectare. This is significantly greater than any development in either Yarnton or Begbroke and is out of charter with the rural nature of the area. It's disappointing if not illogical that the area closest to Oxford City seen as Policy PR6b is given an average dwelling density of just 25/hectare.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
| 1534 | <p>Comments</p> <p>Page 127 of the document is headed Yarnton but almost half the proposed area PR9 is actually part of Begbroke. Para 5.117 describes how an improved A44 cycleway will link to the proposed 'Super Cycleway between Kidlington and Oxford. This would add approximately two miles to the cycle journey between Begbroke or Yarnton and Oxford. The best solution, and shortest route would be significant improvement to the Oxford Canal tow path already part of National Cycle Route 5.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
| 1528 | <p>Comments</p> <p>The concept of the GB is recognised as safeguarding to: - check the unrestricted sprawl of large built-up areas. -prevent neighbouring towns from merging into one another. - assist in safeguarding the countryside from encroachment. - preserve the setting and special character of historic towns. - assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Significant areas of Oxford GB would be developed resulting in urban sprawl extending almost continuously from the centre of Oxford in a straight line distance north westwards of some 8 miles to the northern edge of Woodstock. In particular, the villages of Yarnton and Begbroke. In the original Cherwell Local Plan 2011-2031 (Part 1) adopted in 2015, both villages were classified as Category A villages. CDC policy allows only minor development, infilling or conversion in, or alongside these villages. Extensive housing development alongside each village would effectively coalesce both into a single community with complete loss of individual identity. Both villages have identifiable historical value existing long before the Domesday book in which both are included. The area of Yarnton and Begbroke villages comprises approximately 1000ha. Significant portions (approx. 300 ha) of the existing bounded area are already unavailable for development as conservation, site of special scientific area, existing science park, flood plain, gravel extraction/settling lakes, existing habited space and businesses yet the document sets out to remove approximately 20% of the remaining as development space for Oxford City. The proposed developments are disproportionate and out of character with the rural setting and would more than double the number of dwellings presently in the two villages.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
| 1535 | <p>Comments</p> <p>Page 130 of the document is headed 'Yarnton West of the A44' yet almost half the land mass is in Begbroke. Clearly coalescence without separation of the two communities if the proposal is accepted.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
| 5398 | <p>Comments</p> <p>The proposed expansion to William Fletcher School pays no regard to present parking or additional traffic flow this will create. School car journeys by parents/carers is already a source of significant risk to other road users and a source of punctuality delay to public transport buses.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
| 1623 | <p>Comments</p> <p>Exceptional circumstances have been demonstrated to justify the release of sites from the GB, including sites for housing to help meet Oxford City's unmet housing need. It is clear from the evidence base for Cherwell's proposed submission plan and from the Oxfordshire Growth Board evidence base that the release of sites from the GB is necessary to deliver the scale of housing required in a sustainable manner. However, there is a need to make efficient use of land released from the GB for housing purposes. Some of the proposed densities on sites released from the GB do not appear to make efficient use of this land despite their close proximity to Oxford and to sustainable transport infrastructure and services. By increasing the density on some of the GB sites and by developing the site covered by Policy PR3a Cherwell DC would achieve their target of meeting Oxford City's unmet housing need without requiring development at Woodstock South East (Policy PR10).</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Review of the proposed densities and the resulting site capacities of the sites to be released from the GB in order to ensure that efficient use is made of this scarce land resource. | | | To address cross-boundary issues with West Oxfordshire | | | | |
| PR-C-0676 | 01/10/2017 | Mr G | Thompson | | | | | N |
| 1662 | <p>Comments</p> <p>Policy PR9 is not consistent with National Policy and thus is UNSOUND Site lies wholly within the Oxford Green Belt. Cherwell Local Plan 2011-2031 Policy ESD 14 seeks to safeguard the countryside from encroachment. Policy ESD 13 seeks to secure the enhancement of the character, and appearance of the landscape, particularly in urban fringe locations. Cherwell Local Plan 2011-2031 Policy Villages 1 categorises Yarnton as a Category A village. Thus only minor development, infilling or conversion is allowable in or alongside this settlement. Policy PR9 is in complete contradiction of Policy Villages 1, and the Plan is inconsistent and thus is UNSOUND. Policy PR8 (land east of A44) is entitled 'Begbroke' in this submission plan. Thus Policy PR9 – land west of Yarnton is only the width of the A44 from PR8. Hardly the separation of settlements required by Local Plan 2011-2031 Policy ESD14 which seeks the separate identities of Yarnton and Begbroke.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0694 | 09/10/2017 | Elizabeth | McDonnell | | N |
| 1715 | <p>Comments</p> <p>Object. The statement of “bring some benefits to Yarnton” (p.127 para 5.117) is subjective in nature and not quantifiable. It is misleading as the scale of the proposed development will have an irrecoverable impact upon the village with a negative impact upon the natural environment, increased air pollution and increased congestion resulting in a negative health impact and lesser quality of living standards for many residents. This is in conflict with the National Planning Policy Framework. The proposed improvement to the cycle way (p.127 para 5.116) lacks consideration of the impact of this upon pedestrian usage of the shared pathways. Cyclists can represent a danger to pedestrians, with some showing a disregard for pedestrian safety. No mention or consideration has been given to the flight paths for Oxford Airport, with developments being proposed which result in a significant reduction of safe emergency landing areas with no consideration of the associated risk to residents and traffic, thus making elements of the proposal unsound. The National Planning Policy Framework (NPPF) states that adequate and appropriate consideration must be given to issues of flooding. The lower slopes of the GB to the west (behind existing Rutten Lane residences) have a significant amount of rainfall run-off into the gardens of existing properties. This has resulted in a number of residents encountering personal financial costs to meet the requirement of providing increased drainage/soak away facilities to limit flooding. Yarnton Medical Practice also found the need to improve drainage for similar reasons. The soil and subsoil structure of existing properties is not conducive to increased runoff and drainage. There is little evidence of consideration or documentation of flood risk associated with proposed development of this land and the potential financial implications for existing residents. Pages 127-128, paras. 5.114-5.123 fails to consider the protection and prerequisite habitat surveys in relation to protected species in terms of the trees, hedgerows and wildlife corridors on the eastern edge of the proposed development area to the rear of existing Rutten Lane properties (currently GB). This is despite the existence of established roosting bat colonies (circa. 25 years) in the aforementioned trees. These bat colonies have a flight corridor across from the trees, across the field into the gardens of existing properties. Therefore the proposal to re-designate and develop GB land to the rear of Rutten Lane is in conflict with the NPPF directive of conserving wildlife habitats and corridors and not justified. The document contains a subjective comment (p.133 para 22) with the statement that it is a “perceived separation between Yarnton and Begbroke”. The separation of the two communities is not a perception but a historical fact, with both communities having individual historical records of their formation and growth as settlements. The proposed scale of the development and loss of demarcation of the individual communities of Begbroke, Yarnton and Kidlington demonstrates a failure to recognise the historic environment and is as such in conflict with the NPPF.</p> | | | | |

Changes Sought

Reasons for Participation

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| PR-C-0694 | 09/10/2017 | Elizabeth | McDonnell | | N |
| 1716 | <p>Comments</p> <p>The proposed release of GB for William Fletcher Primary School is problematic and fails to give consideration to the practicalities of school expansion on the existing site or to the safety of the children. Expansion of the buildings on the existing site with proposed relocation of playing field facilities represents an unacceptable level of risk both to safety and safe-guarding. The proposal would require the children to cross the frequently used access road to the Sanctuary Care Home. This represents a significant risk in terms of continuity of child safety, in terms of maintaining secure access to the school site during school hours and maintaining the duty of care for children whilst at school. Thus this is not justified nor is it effective.</p> | | | | |

Changes Sought

Reasons for Participation

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| PR-C-0724 | 09/10/2017 | Stephanie | White | | Y |
| 1820 | <p>Comments</p> <p>Agrees that the transport infrastructure in this area needs to be improved. The roads into and around Oxford are already over-crowded; traffic conditions are so bad that rep choose to cycle into Oxford each day, rather than driving, even though the cycle path is unlit and littered with broken glass, mud and potholes. The extensive roadworks in the north of the city seem to have done little to improve the situation, and many bus routes have been discontinued in recent years, leaving people with no choice but to use their cars. However, the District Council’s Transport Assessment has assumed that its model of urban commuting is being applied to an urban environment (i.e. 25% walk, 25% cycle, 20% use buses). This is not even close to the true situation (as described above – cycling facilities are poor and many bus routes have been discontinued); the bulk of the affected areas for PR8 and PR9 have a majority Red or Amber status, meaning that more strategic transport investment will be required to mitigate the impacts of development. Furthermore, the roads between the proposed developments and the centre of Oxford include a railway bridge, a canal bridge and many adjacent properties, meaning that any attempts to widen or otherwise adapt the roads will necessitate length road closures and cause major disruption to roads that are already congested. Thus, the proposed development is Not Sustainable.</p> | | | | |

Changes Sought

Reasons for Participation

Proposed changes to the plans
In light of the objections outlined above, I would suggest:

- reviewing the housing forecasts on which the current Local Plan is based. As mentioned above, the calculations used to make these forecasts have been revised recently and the number of new homes required has fallen as a result.
- looking to build on brownfield sites within Oxford itself. This would significantly reduce the impact on local transport infrastructure, and provide housing where it is actually needed.
- looking to build on sites closer to the main industrial areas of Oxford (namely the City Centre, Headington and Cowley); again, this would reduce the impact on local transport infrastructure and increase the likelihood that these houses would be bought by people working in Oxford rather than people looking to commute to London.

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector

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| PR-C-0725 | 29/09/2017 | John | Carr | | N |
| 1825 | <p>Comments</p> <p>Specific concerns include: Loss of Green Belt, open countryside, views and walks and the impact on nature. The whole purpose of the Green belt was to check urban sprawl, to stop towns and villages merging and to safeguard the countryside and its historic settings. Implication for flooding and excess pressure on drainage, already a problem in parts of the village due to the housing development adjacent to the Cassington Road and the run off from Spring Hill. The impact on local road traffic, which is already a major problem through Rutten Lane and the adjacent roads, with increased danger to the Primary School children. Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. The local infrastructure such as the school and GP facilities are already under severe pressure. Underfunded public services, already struggling, will deteriorate further: waiting times to see your GP will be even longer and school class sizes will rise. Although made reference to sites PR9 and PR8, the same objections are relevant to all other sites proposed.</p> | | | | |

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-0726 | 05/10/2017 | Dagmar | Carr | | | | | | N |
| 1829 | <p>Comments</p> <p>Specific concerns include: Loss of Green Belt, open countryside, views and walks and the impact on nature. The whole purpose of the Green belt was to check urban sprawl, to stop towns and villages merging and to safeguard the countryside and its historic settings. Implication for flooding and excess pressure on drainage, already a problem in parts of the village due to the housing development adjacent to the Cassington Road and the run off from Spring Hill. The impact on local road traffic, which is already a major problem through Rutten Lane and the adjacent roads, with increased danger to the Primary School children. Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. The local infrastructure such as the school and GP facilities are already under severe pressure. Underfunded public services, already struggling, will deteriorate further: waiting times to see your GP will be even longer and school class sizes will rise. In view of the government plans to recalculate unmet housing needs and lower the total the figures should be reconsidered. Although made reference to sites PR9 and PR8, the same objections are relevant to all other sites proposed.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | |
| PR-C-0738 | 02/10/2017 | Mrs Y | Thompson | | | | | | N |
| 1869 | <p>Comments</p> <p>Object to Policy PR9 – Land West of A44 (Yarnton). Site lies wholly within the Oxford Green Belt Cherwell Local Plan 2011-2031 Policy ESD 14 seeks to safeguard the countryside from encroachment. Policy ESD 13 seeks to secure the enhancement of the character, and appearance of the landscape, particularly in urban fringe locations Policy PR9 is not consistent with National Policy and thus is UNSOUNDCherwell Local Plan 2011-2031 Policy Villages 1 categorises Yarnton as a Category A village. Thus only minor development, infilling or conversion is allowable in or alongside this settlement. Policy PR9 is in complete contradiction of Policy Villages 1, and the Plan is inconsistent and thus is UNSOUND. Policy PR8 (land east of A44) is entitled ‘Begbroke’ in this submission plan. Thus Policy PR9 – land west of Yarnton is only the width of the A44 from PR8. Hardly the separation of settlements required by Local Plan 2011-2031 Policy ESD14 which seeks the separate identities of Yarnton and Begbroke Policy PR9 is not consistent with National Policy and thus is UNSOUND.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | |
| PR-C-0749 | 09/10/2017 | George | Doucas | | | Y | Y | | N |
| 4426 | <p>Comments</p> <p>PR9 is excessive & unjustifiable because. A. Contravenes one of the purposes of GB, namely the prevention of the amalgamation of villages. B. GB is an asset for the whole county & its residents, present & future. Once destroyed, it will never be re-created. Its destruction is the ultimate 'unsustainable' solution. C. The traffic in the area is already bad. The area's residents know this well & CDC must also be aware of it. I do not see how the traffic planners could contemplate the addition of at least another 5K cars (e.g.. 2 cars per household). In reality, the number of extra cars will be even higher, because of the proposed housing developments in Woodstock. In addition, the creation of a new eco-city near Eynsham will increase traffic on the A40 &, consequently along the Cassington Road. D. Flooding is an issue, which will be made worse by the construction of 530 new houses to the West of Yarnton.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | |
| | <p>1. CDC should not allocate spaces for building development until Oxford City Council (OCC) has produced the definitive figure for it's unmet housing needs. 2. OCC must demonstrate clearly that it has allocated all the available sites to its current housing needs, without retaining sites for the future industrial development which may, or may not, happen. 3. Should there be any future need for industrial sites, these could be located further away from Oxford, possibly near Bicester. The City doesn't seem to suffer with unemployment problems. 4. I also understand that the Govt. may be revising downwards the projected housing needs for Oxfordshire. If so, this is another reason for stopping this consultation now.</p> | | | | | | | | |
| PR-C-0749 | 05/10/2017 | George | Doucas | | | Y | Y | N | N |
| 1891 | <p>Comments</p> <p>The proposed site allocation near Begbroke/Yarnton and Oxford/Kidlington is excessive and unjustifiable because 1) It contravenes one of the main purposes of the Green Belt, namely the prevention of the amalgamation of villages 2) The Green Belt is an asset for the whole County and its residents, present and future. Once destroyed, it will never be re-created. Its destruction is the ultimate 'unsustainable' solution. 3) The traffic in the area is already bad. This is a well-known fact to the residents in the area and CDC must also be aware of the situation. Does not see how the traffic planners could possibly contemplate the addition of at least another 5000 cars (Assumes 2 cars per household). In reality, the number of extra cars will be even higher, because of the proposed housing developments in Woodstock. In addition, the creation of a new eco-city near Eynsham will increase traffic on the A40 and, consequently, along the Cassington Road. 4) Flooding is also an issue, which will be made worse by the construction of 530 new houses to the west of Yarnton.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | |
| | <p>1) Cherwell District Council should not allocate spaces for building development until the Oxford City Council has produced the definitive figure for its unmet housing needs. 2) Oxford City Council must demonstrate clearly that it has allocated all the available sites to its current housing needs, without retaining sites for future industrial development which may, or may not, happen. 3) Should there be any future need for industrial sites, these could be located further away from Oxford, possibly near Bicester. The city does not seem to suffer from unemployment problems. 4) Understand that the Government may be revising downwards the projected housing needs for Oxfordshire. If so, this is another reason for stopping this consultation now.</p> | | | | | | | | |
| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | | Y |
| 509 | <p>Comments</p> <p>Policy PR9 - Land West of Yarnton. This site allocation Site adjoins Begbroke Wood Ancient Woodland and LWS. Pleased to see that the allocation seeks a considerable buffer to the Ancient Woodland as well as large areas of public access land, which we assume will be used for informal recreation. Adverse impacts on Begbroke Wood might potentially occur but will depend on the design and management of the woodland and open access land. welcome these proposals but thoughts should be given whether the open access land (or parts of it) could also be improved for biodiversity.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | | |
| | | | | <p>Potential biodiversity impacts as outlined in the representation.</p> | | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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|------------------|------------|--------|-------|-------------------------|---|---|---|---|
| PR-C-0773 | 10/10/2017 | Philip | Rawle | Greenlight Developments | Y | Y | N | Y |
|------------------|------------|--------|-------|-------------------------|---|---|---|---|

1951

Comments

Does not consider the Partial Review of Cherwell Local Plan to pass the 'tests' of soundness, in terms of being positively prepared, justified, effective and consistent with National policy. This is because the Partial Review does not make reference to the need for C2 units (residential institutions, including care homes), nor to care/nursing homes more generally. Policy PR2 deals with C3 uses only. Further limitations on current local planning policies (adopted and emerging) are outlined in the accompanying Note prepared by Lichfield's. In terms of National policy, the Government's National Planning Practice web-based resource in the section on 'Housing and economic development needs assessments' provides guidance to the plan-making process on how to deal with 'housing for older people'. Failure of the Partial Review to meet the care needs of the District will clearly have significant implications on housing options for Cherwell's increasingly ageing population. The accompanying Note prepared by Lichfield's quantifies that like the rest of the UK there is a clear need for care homes in Cherwell. Examples are found in the Oxfordshire SHMA, which projects the number of people with dementia and mobility issues in Cherwell and Oxfordshire will roughly double by 2031 (end of this Plan period). The latest DCLG figures project the number of people in Cherwell living in communal establishments to double by 2031. The Lichfield's' Note sets out the care need for Cherwell as follows: • In Cherwell District itself, the latest DCLG projections show growth in the number of people over age 75 living in communal establishments of 565, i.e. this is the number of care home bed spaces needed (2011 – 2031). However, as the Council are planning for housing growth well in excess of demographic trends, which will lead the population growth in excess of demographic trends, 565 bed spaces should be considered a minimum to plan for up to 2031. • In terms of Oxford City's need, the DCLG projections suggest a need for a further 305 bed spaces by 2031, and (as with its housing need) a proportion of this may well go unmet. Cherwell will inevitably import some of Oxford's' care home needs, as those additional residents (who otherwise would have lived in Oxford) age and move into care homes. This further justifies the use of the 565 figure for Cherwell as a minimum, which may need to be increased if unmet care home need for Oxford is identified. Lichfield's' Note on Care Home Need provided.

Changes Sought

Greenlight asserts that it in order for this clear 'need' for care bed spaces to be met in Cherwell over the Plan period, specific policies are required to:(a) Set the delivery of this need over the Plan period as a requirement - this requirement being a minimum of 565 bed spaces by 2031; and(b) To identify and allocate sites to accommodate this need in the Plan and on the Policies Map.To this end, Greenlights' land interest at Skimmingdish Lane, Bicester, which is currently subject to planning application 17/01428/F, provides an opportune site to be allocated for a 64-bed care home; thus accommodating some 11.3% of the bed space requirement (based on a total requirement of 565 bed spaces) over the Plan period (by 2031).To demonstrate how the site at Skimmingdish Lane, Bicester can accommodate a 64-bed care home, and therefore to assist in informing its allocation as a care home site in the Plan, enclosed with this letter is the site location plan and proposed site layout plan, both of which form part of the current planning application on the site.

Reasons for Participation

The matters raised in these representations are of a strategic nature to the plan.

| | | | | | | | | |
|------------------|------------|-----|-------|------------------------------------------------------------------------------------|--|--|--|---|
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
|------------------|------------|-----|-------|------------------------------------------------------------------------------------|--|--|--|---|

1958

Comments

In addition to its interests in sites PR6a and PPR6b, the University of Oxford and Merton College also have landownership interests in the following sites: • PR3c:land north of Oxford Service Area. • PR8: land East of the A44 at Begbroke/Yarnton. • PR9: land West of the A44 at Yarnton.

Given their shared interest across these sites, there has been careful co-ordination between the landowners and their advisory teams in the preparation of these representations and specifically comments in relation to these sites. In addition, the teams advising the landowners have met in order to start to formulate a co-ordinated approach to the sites in relation to common themes (e.g. transport) and in terms of planning phase and subsequent implementation. These parties will continue to work together on areas where their interests are aligned with the aim of achieving a comprehensive and co-ordinated approach to the delivery of these sites and the strategy for the A44 corridor overall.

Changes Sought

Reasons for Participation

On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination.

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|------------------|------------|-------|------------|----------------------------------------|---|--|--|---|
| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | N | | | N |
|------------------|------------|-------|------------|----------------------------------------|---|--|--|---|

5465

Comments

Begbroke & Yarnton Green Belt Campaign's (BYG) main concern is that they believe there is no proper justification for altering the Green Belt boundaries from where they currently stand. On a local level, they particularly object to the removal of the land described as PR8 and PR9 from the Green Belt due to the significant detrimental impact of that removal on the villages and villagers of Begbroke and Yarnton. They also object to the removal of land described as PR6a, PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City and to the land described as PR10, a green field site due to the impact its development will have on the adjacent A44 corridor. Instructed Bruce Bamber, a transport consultant, to prepare a report on the transport implications of the allocation of sites PR8 and PR9 for housing purposes. Although his technical review has focused on these areas, the broader methodology to identify potential development locations has also been assessed for its soundness. The report has been provided as Appendix B. Key conclusions from the report includes: the Sustainability Appraisal Report was published before the Transport Assessment and therefore cannot properly take into account the transport impact of development options. The SAR fails to report the adverse traffic congestion impact from the proposed development around Begbroke and Yarnton and is therefore flawed. Transport evidence base and the associated environmental assessment work is fundamentally unsound and cannot be relied upon. A number of legal issues are raised in Appendix A with a detailed summary provided. If the Council proceeds as planned, we consider the Inspector will find the Plan unsound due to inadequacy of evidence base and failure to ensure effective consultation and participation by the public.

Changes Sought

Reasons for Participation

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| PR-C-0791 | 10/10/2017 | Linda | Ward | | | | | N | Y |
|------------------|------------|-------|------|--|--|--|--|---|---|

5682

Comments

Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it.Other Green Belt Sites rejected by the Council.

Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.

Changes Sought

All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist.

Reasons for Participation

Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation.

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------|-------|-------------|
| PR-C-0791 2036 | 10/10/2017 | Keiron | Ward | | | | N | Y |
| <p>Comments</p> <p>Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 since they require the release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council.</p> <p>Support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist. | | | | Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation. | | | | |
| PR-C-0806 5116 | 10/10/2017 | Liz | Pickering | Education and Skills Funding Agency | | | | |
| <p>Comments</p> <p>The ESFA supports criteria 3-5 which makes provision for the expansion of an existing primary school, sports facilities and access of the school to other facilities on the site.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The ESFA recommends a modification to ensure that any construction costs associated with the expansion of the primary school are also met by the development, in addition to the provision of land. | | | | | | | | |
| PR-C-0832 5044 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
| <p>Comments</p> <p>"Begbroke Policy PR8 - Land East of A44 (1950 homes) and Yarnton Policy PR9 - Land West of Yarnton (530 homes) jointly generate around 750 primarypupils, just over 3.5 forms of entry. The education requirements of these policies are supported. With regard to the additional land required for the expansion of William Fletcher Primary School, the existing William Fletcher site is 1.245ha and an additional site area of 1ha (rather than 1.6ha as the policy currently states) is required to provide adequate off site playing fields for the potential 2FE school. 1ha will provide the 8400m2 playing field along with offsite staff parking, storage and toilet facilities. Plans shown in Annex 3.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| It is possible that the 3-form entry primary school and a 0.5 form entry expansion of William Fletcher Primary School may be sufficient to meet educational needs, at this stage however the option of a second new school at the Begbroke site should be protected in line with paragraph 5 of Policy PR8. It should be clear that the maximum size of a primary school will be 3FE so reference to 'at least' 3FE should be removed. It should be clear that the split site will not be adequate for 'at least' 2FE but maybe adequate for 2FE. The clear width of the additional land should not be less than 80m with a gradient not steeper than 1:40 across the line of play (west/east) and 1:100 along the line of play (north/south). | | | | | | | | |
| PR-C-0832 5053 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
| <p>Comments</p> <p>The requirements within each site policy for an archaeological assessment and potential pre-determination investigations are supported.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0832 5039 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
| <p>Comments</p> <p>Proposed changes suggested.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| a. Vehicular access – policy should specify two accesses onto highway with a connecting road between. | | | | | | | | |
| PR-C-0847 5290 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
| <p>Comments</p> <p>Referenced the 5 purposes of the Green Belt and NPPF paragraphs 82-84. Quotes provided on the Elmbridge Local Plan and Poole Local Plan. Quotes provided on NPPG's guidance on the Housing and Economic Land Availability Assessment (HELAA). Reference to Policy ESD14 of the adopted Local Plan Part 1. it is reasonable to conclude that whilst local districts may have accepted an apportionment of Oxford's unmet housing need the actual number is not absolute and the Local Plan process may determine that Cherwell, for example, is unable to accommodate the apportioned figure due to existing national policies, such as Green Belt. Conversely, Oxford City, through the development of its own Local Plan and consideration of urban density, re-allocation of land previously earmarked for employment use, etc. may determine that the total unmet housing need is lower than that recommended by the SHMA and post-SHMA work. The latter point will especially apply should Oxford City seek to justify exceptional circumstances to remove Green Belt land that falls within its own jurisdiction. Reference to Oxford's Preferred Options document.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection. | | | | "Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place" | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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|------------------|------------|------------|--------|--|---|---|---|---|
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
|------------------|------------|------------|--------|--|---|---|---|---|

5699

Comments

The Cherwell Green Belt Study assessed the release of parcel 51b, on which Cherwell District Council propose to build 530 houses, as resulting in high harm to the Green Belt, "Most of the parcel is sloping land that is distinct from Yarnton and forms part of a wider landscape of elevated farmland, release of which would constitute significant encroachment on the countryside." Even the partial release of this parcel is assessed as moderate high harm to the Green Belt, especially relating to encroachment on the countryside. The Cherwell Green Belt Study assessed the release of site 126 as moderate high harm to the Green belt. Detailed comments provided on the Oxford Growth Options report (May 2016). Would contend that the combination of the Green Belt reviews, including Oxford City's growth options report, demonstrates solid evidence that the removal of the proposed Yarnton site from the Green Belt would cause significant harm to the purposes of the Green Belt (coalescing Yarnton with Begbroke) whilst not providing a sufficiently sustainable site to directly meet Oxford's unmet housing need.

Changes Sought

For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which are additionally supported, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent at the Examination should it take place.

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|------------------|------------|------------|--------|--|---|---|---|---|
| PR-C-0847 | 10/10/2017 | Dr Michael | Fraser | | N | N | N | Y |
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5291

Comments

References on the Cherwell Green Belt Study (April 2017), the Oxford Green belt Study (2015), Category A Village Analysis (2016), Policy Villages 1 and 2 of the adopted Local Plan Part 1 and SA report. Conclude that the removal of Green Belt separating Begbroke (PR8) and Yarnton (PR9) and subsequent development as proposed would result in coalescence of both settlements; encroach on the open countryside; and result in highly inefficient use of land (which itself is a combination of grade 2 and grade 3 agricultural land). The harm that results is exactly the harm that the Green Belt land is designed to prevent. The loss of protection of the Green Belt and the scale of subsequent development is contrary to existing Local Plan policies. The "exceptional circumstances" put forward by Cherwell District Council are without merit with respect to all sites proposed for removal from the Green Belt.

Changes Sought

For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt (BYG) Campaign which are additionally supported, the Plan in its current form cannot be changed to make it legally compliant or sound and should therefore be withdrawn and NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt (BYG) Campaign to represent meat the Examination should it take place.

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| PR-C-0882 | 05/10/2017 | Carl | Smith | | N | N | N | Y |
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5218

Comments

Although revised maps are not offered, it is considered that the areas of residential development as shown on PR's 8, 9 & 10 are not acceptable, because it is considered that better use could be made in reducing housing development sizes by using higher housing densities and in some cases ensuring that the "green gap" between settlements is increased .

Changes Sought

Reasons for Participation

Based on the representation, would like to reserve the right to respond if necessary.

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| PR-C-0889 | 10/10/2017 | Mrs Donna | Bennett | | N | N | N | Y |
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2395

Comments

The exceptional need to build 530 homes on this area due to few alternative locations being available is not proven, convincing or justified. This planning solution for meeting housing needs is insensitive towards overdevelopment to nearby villages, as well as the preservation of already too little remaining natural space and wildlife. How could this possibly therefore be effective or result in potentially healthy new living space? Using small bit of green space left would only be a temporary measure with irreversible consequences. Infrastructure plans are afterthoughts not actually agreed, funded or guaranteed by potential developers. The current infrastructure in surrounding areas, rapidly deteriorating and under daily duress, need to be paramount considerations before exploiting them to further demand. 50% of homes in the plan is described as affordable to accommodate housing need which means the other 50% is for property investment. Surely using protected green belt space for purely property investment is an infringement on the national green belt policy and cannot be considered "exceptional" to the case? Decision making by any parties that stand to profit from the success of this planning should not be allowed. Green belt space is labelled as such to cap the area from inevitable demand of expansion. Using the little green space left would only be a temporary measure. This development will link Yarnton and Begbroke to the outskirts of the city centre. Housing developments would eliminate a small and precious pockets of wildlife and natural beauty that essentially keeps the current and unsightly urban overspill at bay. The planning also threatens the deteriorating infrastructures in urgent need of solutions due to evident daily duress. Building on these precious bordering green spaces for the temporary solution of unmet housing needs does not justify or outweigh the irreversible and negative consequences for current and future inhabitants.

Changes Sought

1) Brown field sites within Oxford and further out should be used instead. The demand of more housing will continue and the green belts are only a temporary measure. 2) Decision making process should be ultra-sensitive to the aesthetics at risk and desirable living surroundings that will deteriorate rapidly with too much urban sprawl and less green space borders.3) The decision making process should be ultra-sensitive and rigid to the aesthetics at risk and protect this area at all costs realising it's essential potential and use.

Reasons for Participation

Concerned as a long time resident that these plans will affect. Also aware and understand these plans and their implications involving both current and future residents. Strongly believes to be competent and justified to be involved in ensuring that alternatives, and fair compromises are met.

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| PR-C-1011 | 23/08/2017 | Tony | Norris | | | | | N |
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2093

Comments

The creation of 1,118 houses on PR6a & PR6b will create a potential of 3000+ car movements a day, together with a further 5000+ movements from PR7a, PR7b, PR8 & PR9. The traffic situation North of Oxford will be at gridlock even worse than that which occurred during the recent alterations to Banbury Rd & Woodstock Rd roundabout.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------|--|---|---|---|---|
| PR-C-1326 | 10/10/2017 | Victoria | Masey | | N | N | N | Y |
| 4346 | <p>Comments</p> <p>These proposals are not consistent with National Policy. The removal of this land from the GB, which is vital to maintain the separate and distinct identity of the villages of Begbroke and Yarnton, will result in urban sprawl, with insufficient transport infrastructure, and little feasible chance to rectify this. We chose this area for our family home specifically for the access and close proximity to the land within the GB. This proposal will permanently destroy the rural nature of this beautiful area of Oxfordshire.</p> <p>Changes Sought</p> <p>For the reasons I have given and the Representations made by The Begbroke & Yarnton GB Campaign which I additionally support and adopt as my own Representation in this document, the plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for inspection.</p> <p>Reasons for Participation</p> <p>I would like the Begbroke and Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |

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|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------|--|---|---|---|--|
| PR-C-1335 | 10/10/2017 | Stephen | Ings | | N | N | N | |
| 4377 | <p>Comments</p> <p>These proposals stem from Oxford City's inability to fulfil their housing requirements by saying no more land is available. There are a number of brown field sites that could be developed. Cannot the University be pressured into releasing more land for development? Of the proposed 14800 homes apportioned to Oxfordshire, it is beyond belief that only 550 are apportioned to Oxford itself, while almost one third of the total is apportioned to Cherwell District. A complete rethink is needed particularly by Oxford City Council who are attempting to shift their planning problems onto all the other district councils.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-1335 | 10/10/2017 | Stephen | Ings | | N | N | N | |
| 4376 | <p>Comments</p> <p>Is there really a need for development on this scale? The road traffic situation in and around Oxford is chaotic, even in its present form. How is the infrastructure to cope with all the extra vehicles on the A44. No infrastructure details are shown on the plans to give any indication of how access to these developments is to be achieved or how the current pinch points for traffic (every roundabout from Bladon through to Woodstock Road, the stretch of single carriageway between the Turnpike roundabout and Frieze Farm roundabout) are going to cope. How is the bus lane going to be incorporated into a single track road? The current situation on the A34 between Boars Hill and the M40 is dire and this size of development will only contribute to greater traffic problems.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------|--|---|---|---|--|
| PR-C-1335 | 10/10/2017 | Stephen | Ings | | N | N | N | |
| 4375 | <p>Comments</p> <p>Not Consistent with National Policy. Purpose of GB is to restrict the sprawl of built up areas, to safeguard the countryside from encroachment, to prevent the merging of towns/villages into one another and preserve their setting, character and history. These policies contravene every aspect of the purpose of the GB - they propose to join up Yarnton, Begbroke and Kidlington with token strips of undeveloped land between them. Combined with proposals for Woodstock and Long Hanborough, how long before these developments stretch to Banbury and beyond?</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-1339 | 09/10/2017 | Mrs A | Johnston | | | | | N |
| 4389 | <p>Comments</p> <p>Object to building of 2,480 developments in Yarnton and Begbroke. I believe the proposals to be unsound for the following reasons: the proposal far exceeds the existing house numbers for Yarnton (approx. 1000) and Begbroke (approx. 350). The proposals will overwhelm the local sewerage system, which has had a lot of problems since the Cresswell Close and Pixey Close developments were completed, and there will be a huge effect on the drainage of rain (surface) water adding to the complication of sewerage. The proposals will create extra traffic on an already saturated A44 heading south and north at all times of day and will not be mitigated by a limited length bus lane (for which no funding is shown). This may encourage routing via the main A44, further reducing access already affected by the a reduced S3 bus service. There is no need for a railway station at Sandy Lane crossing - this route is the main access to Kidlington from Yarnton for shops, dentist, library, sports centre, banks and local council office. Any action to close this route to motor vehicles will result in additional car miles and pollution. The proposal will have a detrimental effect on local wildlife as we have deer foxes, badgers, hedgehogs and plentiful open space for insect and other wildlife.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-1348 | 09/10/2017 | Alan | Whitley | | | | | N |
| 4409 | <p>Comments</p> <p>Object to 2 sites between Yarnton & Begbroke. PR8, Land East of A44 (Begbroke) and PR9, Land West of A44 (Yarnton) because both sites are on G B. There must be alternative sites? PR9 (Spring Hill) has a spring, where will the water go? Expanding William Fletcher School will be dangerous for children crossing the road to playing fields Sanctuary House Nursing Home. Lack of thought to infrastructure. Limited plans for amenities e.g.. shops, GP surgeries. Redeveloping Exeter Hall with existing practices in larger premises would cause Yarnton residents an approx. 6 mile journey which is not ideal. Closing Sandy Lane, used by Yarnton residents to get to Kidlington amenities is stupid. Adding extra miles and time, and increasing traffic N of Langford Lane or S of Frieze Way. Changing one lane on the southbound A44 to a bus lane will increase traffic problems. It's impossible to continue a bus lane through Loop Farm roundabout as it is single carriageway, with bridges. Plus additional cars from 2500 homes would also exit onto the A44 too.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-1348 | 09/10/2017 | Alan | Whitley | | | | | |
| 4406 | <p>Comments</p> <p>Object to sites between Yarnton & Begbroke. PR9, Land West of A44 (Yarnton) because this site is on G B. There must be alternative sites? PR9 (Spring Hill) has a spring, where will the water go?</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-1348 4407 | 09/10/2017 | Alan | Whitley | | | | | | |
| Comments Expanding William Fletcher School will be dangerous for children crossing the road to playing fields Sanctuary House Nursing Home. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1350 5081 | 09/10/2017 | Mr PA & Mrs JM | Carpenter | | | | | | N |
| Comments The Land West of A44 lies wholly within the Oxford GB. The Cherwell LP 2011-2031 Policy ESD 14 sets out to safeguard the countryside from encroachment, & Policy ESD 13 seeks to secure the enhancement of the character, & appearance of the landscape, particularly in urban fringe locations. PR9 is not consistent with NP. Cherwell LP 2011-2031 Policy Villages 1 categorizes Yarnton & Begbroke as Category A villages and this policy only allows minor development, infilling or conversion in, or alongside these villages. Thus, PR9 is in complete contradiction of Policy Villages 1. Furthermore, PR8 is entitled "Begbroke" in this submission & PR9 "Yarnton", these are only separated by the width of the A44. This is not the "separation of settlements" required by LP 2011-2031 Policy ESD14 which seeks to keep the separate identities of Yarnton & Begbroke. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1359 4430 | 09/10/2017 | Mrs K M | Davidson | | | | | | |
| Comments Object on the grounds of the destruction of the GB between Yarnton and Begbroke, Kidlington and Yarnton, and the city of Oxford and Yarnton, which would not allow air to flow between the settlements. Surely an objective of the GB? The unmet need has not been proven and brownfield or reserved business sites within Oxford could be used. Traffic problems would increase and the A44, A34, Peartree Roundabout, A40 and all surrounding roads are already overloaded. There are problems getting to the village of Yarnton during rush hour and this would be made worse by the closure of Sandy Lane to through traffic. The traffic will come to a complete standstill during the proposed construction and destroy the potholed roads. Building on fields prone to flooding will lead to environmental problems, and village identities will be lost along with agriculture and wildlife. The proposed development would not provide affordable homes as required by all generations. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1383 4477 | 10/10/2017 | Fiona | Mawson | | | N | N | N | Y |
| Comments These proposals would effectively merge both into a single conurbation with complete loss of individual identity. Both villages have historical value, existing long before the Domesday Book in which they are both included. With 300 ha of the 1000ha total are of the villages already unavailable for development, the document sets out to remove approximately 20% of the remaining space for Oxford City. This is disproportionate, out of character with the rural setting and would more than double the current number of dwellings in the two villages. Housing density given is 35/hectare which is significantly greater than present average density, and uncharacteristic of, both villages and significantly higher than that set out for PR6b. | | | | | | | | | |
| Changes Sought The plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for inspection. | | | | | Reasons for Participation Would like to be represented by Begbroke and Yarnton Green Belt Campaign | | | | |
| PR-C-1383 4478 | 10/10/2017 | Fiona | Mawson | | | N | N | N | Y |
| Comments Almost half of the land mass is in Begbroke. Clearly coalescence without separation of the two communities if the proposal is accepted. | | | | | | | | | |
| Changes Sought The plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for inspection. | | | | | Reasons for Participation Would like to be represented by Begbroke and Yarnton Green Belt Campaign | | | | |
| PR-C-1385 5324 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | | N | N | N | Y |
| Comments "Policies PR8 and PR 9 propose the siting of 4400 new dwellings on green belt land around and between the ancient villages of Begbroke and Yarnton which would represent a more than doubling of the existing number of houses. In terms of local population it would mean more than tripling the existing levels. None of these plans could be described as 'limited' in the context of areas defined in policies PR8 and PR9 where entire discrete settlements would be left without adequate separation between them. These policies would in effect merge three separate communities - Begbroke, Yarnton and Kidlington into one large conurbation; taking 3 small and ancient settlements established over 5000 years ago and amalgamating them into a single conurbation or town. This would represent urban sprawl on a grand scale and would be completely in opposition to the purpose of designated green belt land. Policy ESD14 is further contravened as the separation between land defined in policies PR8 and PR9 will effectively be only the width of the A44. It's clear then that CDC's own assessment that the maintenance of the character of both villages and the surrounding countryside is of vital importance and they should not be buried under a swathe of new development as a planning expedience, especially where no exceptional need has been demonstrated. Policies PR8 and PR9 are therefore not consistent with CDC's own policies and assessments, neither are they in accord with national planning guidelines on green belt land and are therefore both unsound." | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes | | | | |

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

PR-C-1396 09/10/2017 Paul Walker Oxford Bus Company Y

5164

Comments

SUPPORT these Policies with AMENDMENTS. The development of a Development Brief for these sites. The Brief should clearly set out how the plan proposals relate to the strategic bus network and how this will evolve, what the trigger points to deliver this shall be and give clarity to developers on the costs of developing in these locations as set out at PR8 30. The risk of not doing this is one of a hap-hazard development pattern of sites coming forward which cannot be served by high quality public transport though lack of forward planning, lack certainty for developers and a poorly thought out network connecting major nodes. Support PR8 18(c) and Pr9 8(c) which states the need for the development to enable connection to existing and potential public transport services. The policy needs to explicitly highlight that the development brief will need to contain costed proposals for bus services improvements. Therefore there needs to be mention within the policy of the need to “kick start” bus services for a number of years promoting alternative transport to the car until the development is built out and services viable. This viability may come from diversion into the site of existing services and as such we consider that and extension and/or diversion of the 300 park and ride service provide this role. The Service 300 could connect with the PR10 site as the terminus point calling at PR8 and PR9. The development of this service could be covered through the connected and joined up development brief for this site and we would be keen to work with developers and LPA to plan this service enhancement.

Changes Sought

Would therefore like to see the policy strengthened to highlight the need to connect inter urban bus route networks between settlements that reflect the OCC strategic bus network in a phased manner than can allow new developments to be accessible by modes other than the car with appropriate S106 commitments to enable these developments to be sustainable in a manner that is clear to developers promoting sites.

Reasons for Participation

PR-C-1397 10/10/2017 Robert Davies Gerald Eve on behalf of Merton College, Oxford Y Y N Y

5246

Comments

Green Belt Release & Boundary - It is clear that the unmet housing needs of Oxford constitute exceptional circumstances for the release of the Green Belt in accordance with Paragraph 83 of the National Planning Policy Framework ('the NPPF'). Importantly, in addition to this, paragraph 83 acknowledges that where exceptional circumstances are in place and Green Belt boundaries are being altered through the review of Local Plans, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period. It is anticipated that some form of development, mainly for associated supporting infrastructure, including the bridleway and public footpath to the western boundary illustrated on the western boundary should be included in the area of Green Belt release. The Green Belt boundary needs to be moved west in order to accommodate, firstly, the gross development area and, secondly, to allow for other associated infrastructure which is required in the plan period. This would provide a more robust degree of permanence in the long term. At present the Green Belt release proposed by the Council's policy plan will not serve to ensure endurance beyond the Plan period. Relationship to PR8 - it should be noted that our client is also one of the owners of, and is in full dialogue with the developers and promoters of the Land East of the A44 (Policy PR8) and there is support for connectivity between both sites. Park & Ride - Whilst not specifically referenced within Policies PR8 or PR9, our client is supportive of the notion of a Park and Ride facility being located in the area, as is being promoted by Oxfordshire County Council. Education & Key Facilities - The College supports the provision of necessary facilities and school places as part of comprehensive proposals for the site. However, the College considers that the evidence base dated September 2016 does not support the detailed and prescriptive approach set out in draft Policy PR9. The College are of the view that the proposed education requirements need to be considered alongside the emerging spatial development strategy in other areas, proposals for new schools, capacity available in existing schools and the potential to expand existing schools. All this work has yet to be undertaken, and is required to inform a final decision about what it is appropriate to provide in Policy PR9 and other proposed strategic development allocations and related policies. There should be flexibility in the precise quantum and location of these uses across PR9 until further and up-to-date detailed studies have been carried out, and consultation with relevant technical officers is undertaken. Affordable Housing - We consider that the evidence that is available does not support the current approach. Indeed, the City Council is currently in the process of proposing amendments to its own Affordable Housing policies so that they better reflect current market conditions and housing requirements. The College therefore requests that the policy for affordable housing reflects the emerging evidence base rather than previous City Council policy. The wording should be revised to recognise the viability testing that is allowed for in the City Council's framework (Policy CS24) i.e. that "if it can be demonstrated, by open book evidence, that the affordable housing contribution from either residential or commercial development makes a site unviable developers and the City Council will work through a cascade approach until a site is made viable. Transport - From a transport perspective, it is considered that the site could accommodate an allocation in excess of 530 homes for the following reasons:

- The Land West of Yarnton has excellent accessibility to the local sustainable travel network. Direct access to Oxford City Centre is possible via a high frequency bus route and a direct cycle route, with improvements to these routes set to come forward.
- As such, a proposed increase in allocation would accord with local and national policy which encourages the focus of development in areas where people can utilise sustainable travel opportunities;
- The site benefits from its proximity to day to day facilities in Yarnton;
- A primary, major access point can be provided to serve up to 700 units.
- Should any additional allocation come forward beyond 700 units, a secondary vehicle access point could be provided via a new arm on the A44/Sandy Lane/Rutten Lane roundabout. Accordingly, in transport terms, the proposed allocation of 530 homes is supported and deliverable.

Development Brief - PR9 requires the preparation of a Development Brief, in consultation with the City and County Council, in advance of any planning applications being made. The College is concerned that such an approach may increase timescales and add unreasonable burden to the development process, reducing the focus on delivery of the sites for completion by 2031 and meeting the rolling 5 year land supply, particularly given the site is within a single landownership and is likely to be one of the sites that can deliver housing early on in the period.

Changes Sought

he PR9 Plan should be updated in line with the changes set out above and illustrated by the revised Plan submitted in support of these representations in terms of the Proposals The Plan for PR9. Additionally, items three and four should be revised as shown: 3. The provision of 1.6 hectares of land for use by the existing William Fletcher Primary School to enable potential school expansion within the existing school site and the replacement of playing pitches and amenity space should this be required; and 4. The provision of facilities for formal sports, play areas and allotments to adopted standards within the developable area (unless shared or part shared use with William Fletcher Primary School is agreed with the Education Authority). Should this provision not be required, the Masterplan associated with the development will take account of this to ensure comprehensive development. Item 2 within Policy PR9 should be revised as follows: 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework. If it can be demonstrated, by open book evidence, that the affordable housing contribution would make the strategic allocation unviable, then developers and the Council will work through a cascade approach until a site is made viable.

Reasons for Participation

To enable the Planning Inspector to fully understand the key reasons why our requested amendment to the Local Plan is required to make the plan 'sound', and to facilitate thorough examination of the issues.

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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|------------------|------------|--------|--------|------------------------------------------------|---|---|---|---|
| PR-C-1397 | 10/10/2017 | Robert | Davies | Gerald Eve on behalf of Merton College, Oxford | Y | Y | N | Y |
|------------------|------------|--------|--------|------------------------------------------------|---|---|---|---|

5243

Comments

Notes the Council's work on Community Infrastructure Levy ('CIL'), producing a draft Charging Schedule. CDC are clear that a decision on whether to introduce CIL has not been made. Should CDC decide to implement CIL, the College consider that the strategic development site allocations should be zero-rated, with infrastructure secured through s106 obligations. Such obligations can be negotiated at an appropriate level, underpin the viability and deliverability of the strategic sites and ensure that the right infrastructure is provided in the right place at the right time. This would enable strategic development sites to come forward as anticipated in the Plan and reflect their individual and collective characteristics, their complexity, their wider benefits and the high costs required to allow a strategic-scale development to be implemented. Further it would ensure a continuous supply of housing through the lifespan of the Local Plan and the desirability of setting charges which are not overly complex to implement or administer. This is important in deliverability terms for the Plan and meeting Oxford's unmet needs as quickly as possible within the Plan period, which is the underlying purpose of the partial review. Infrastructure to be provided by the strategic development sites is largely site-related – education, health, green infrastructure, community facilities – and will be provided by the land owners/developers, thereby meeting most if not all of their own development specific infrastructure. There is therefore a serious risk of "double counting" in the payment of CIL and s106 contributions if this is not recognised, which is inappropriate. It is essential for strategic sites to be able to deliver such infrastructure as it is often fundamental to the wider implementation of the development. Therefore, the College considers that this should be taken into account in the level of CIL that is payable, which for the reasons indicated, should be at a Nil/Zero rate for the strategic development sites including the proposed Policy PR9 allocation with infrastructure secured through a s106 obligation, which can ensure that it is provided within relevant phases of development and at appropriate triggers/thresholds which will need to be agreed between the developer and Council.

Changes Sought

The following sentence should be added to the end of paragraph 5.143: 'Should CDC seek to introduce CIL then a new draft Charging Schedule will be required to include the strategic development sites with a Nil charge for the strategic development sites.'

Reasons for Participation

To enable the Planning Inspector to fully understand the key reasons why our requested amendment to the Local Plan is required to make the plan 'sound', and to facilitate a thorough examination of the issue.

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|------------------|------------|--------|--------|------------------------------------------------|---|---|---|---|
| PR-C-1397 | 10/10/2017 | Robert | Davies | Gerald Eve on behalf of Merton College, Oxford | Y | Y | N | Y |
|------------------|------------|--------|--------|------------------------------------------------|---|---|---|---|

5244

Comments

Strongly support Policy PR9's objective to develop a village extension to Yarnton comprising 530 (net) dwellings at an average net density of 35dph at Land West of Yarnton. The land provides a sustainable location to accommodate Oxford's unmet housing needs within close proximity to Oxford. Welcomes the Sustainability Appraisal findings that 'significant positive effects are identified in relation to improving health and well-being and access to services and facilities' with respect to the land identified for allocation within Policy PR9. Furthermore, the Landscape Character Study acknowledges the site has a medium capacity for residential development, particularly within the area adjacent to the existing urban edge of Yarnton, and notes that there are no landscape designations within the site. The assessment also acknowledges that the lower lying land around the perimeter of the site is not visible in views into the site and that there are opportunities for mitigation of landscape impacts through the management and reinstatement of hedgerows. Again, this assessment is welcomed. The site is in single ownership and is therefore highly deliverable. This will also enable delivery within the early part of the plan period, thus making a material contribution to early delivery to assist with meeting Oxford's unmet housing needs." The policy text states that 530 dwellings should be provided on "approximately 16 hectares of land" which is fully supported. This is within the context of the larger area within the draft allocation. However, further technical work has been undertaken and following assessment by Define (urban design and landscape consultants) it is clear that the pink area of land shown on the current Policy Plan PR9 is a net area. There has been no allowance for associated infrastructure, facilities and consideration for current technical standards which would be required to support the allocated homes within that area. The residential area shown in pink on the plan should therefore be expanded to comprise a gross area to take account of the need for associated connectivity infrastructure, noise and flood mitigation requirements, etc., importantly, within the red line of the PR9 allocation which itself would not require amendment. We enclose with these representations a proposed correction to the PR9 Policy Plan to address these factors. In addition, following further consideration by Define, the enclosed suggested revision also proposes an alternative shape for the primary school use allocation (shown in purple on the plan), which it is considered would allow for a better disposition of the space relative to the William Fletcher Primary School. We have also considered further the sustainable drainage measures which would be necessary, taking into account the slope angle of the site and SuDS requirements. This has led to a suggested proposed dual use of space to the eastern boundary of the site. The intention is to utilise this area for both noise and drainage mitigation which is considered a very effective use of the land within the allocation. This would not require amendment to the PR9 site boundary. The Council's proposal to include public access land to the west of the residential area is acceptable in principle, however, it should be noted that it is not considered appropriate to incorporate full unrestricted public access across the whole area (which is productive agricultural land). Nonetheless, a future masterplan for the site would develop appropriate and suitable routes and areas within the area shown. The proposal to include a community woodland within the land illustrated by the current PR9 plan is accepted in principle. We have put forward a revision on the plan submitted alongside these representations that is considered to offer a more appropriate and deliverable area for a community woodland which would act as a buffer to the north of the site which is considered capable of being delivered as part of new development.

Changes Sought

The PR9 Plan should be updated in line with the changes set out above and illustrated by the revised Plan submitted in support of these representations in terms of the Proposals The Plan for PR9. Additionally, items three and four should be revised as shown: 3. The provision of 1.6 hectares of land for use by the existing William Fletcher Primary School to enable potential school expansion within the existing school site and the replacement of playing pitches and amenity space should this be required; and 4. The provision of facilities for formal sports, play areas and allotments to adopted standards within the developable area (unless shared or part shared use with William Fletcher Primary School is agreed with the Education Authority). Should this provision not be required, the Masterplan associated with the development will take account of this to ensure comprehensive development. Item 2 within Policy PR9 should be revised as follows: 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework. If it can be demonstrated, by open book evidence, that the affordable housing contribution would make the strategic allocation unviable, then developers and the Council will work through a cascade approach until a site is made viable.

Reasons for Participation

To enable the Planning Inspector to fully understand the key reasons why our requested amendment to the Local Plan is required to make the plan 'sound', and to facilitate thorough examination of the issues.

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | N |
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Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in PR9 is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|

5383

Comments

The CDC Local Plan Part 1 and the NPPF (Para 34) support a strategy whereby growth should be directed towards the most sustainable locations, encouraging travel by non-car modes. The County Council's Oxford Transport Strategy is also clear in its objectives for achieving a meaningful modal shift for those travelling into Oxford City away from the private car and towards public transport. In this context, the justification for the Council's approach in pursuing growth at sites such as PR7, PR8, PR9 and PR10 which propose concentrated levels of development (circa 3,220 dwellings) is unclear. The development as proposed is concentrated along the already very congested A44 corridor and around Kidlington which is a known congestion hotspot. While some development in this area may be appropriate, the concentration of sites will lead to significant issues of congestion given that the sustainable modes being pursued (with the exception of cycling) are all road based Park & Ride, Bus and RTP routes. The Sustainability Appraisal (June 2017) recognises that new development around the Kidlington area 'may increase congestion but the Local Plan Part 1 Partial Review allocates new housing sites that encourage the use of sustainable transport and are allocated following consideration of their impacts on transport patterns through the SA'. Notwithstanding assessment of the proposed allocations through the SA, the impact of congestion has not been sufficiently weighed in the balance when considering reasonable alternative sites and a broader distribution across the District. For example, locating development on the rail network at locations such as Islip would assist in removing some traffic movement from the road entirely. It's recognised that there is the potential for a new railway station at Yarnton, but this is a long term strategy with no immediate proposals for delivery. CDC does not consider this necessary infrastructure to support the proposals and simply consider it a potential future benefit. Therefore, all focus for this plan period under this strategy will be on the road, contrary to the conclusions of the Sustainability Appraisal and to which our client objects. Overall, the various transport evidence base documents prepared to date have not robustly assessed the opportunities to improve rail usage despite current work being undertaken to develop the East-West rail link. East-West rail Phase 1 works saw an upgrade of Islip station which is on the new Oxford - London Marylebone line. The Western Section of East-West Rail will also see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s. Despite this significant rail investment, no development is proposed within Islip which is just a 3 minute train ride from Oxford Parkway, 7 minutes from Bicester, 11 minutes from Oxford and under an hour to London Marylebone. Our client is of the view that Policy PR4a (and by association policies PR6-PR10) focuses too strongly on improvements to and mitigations for the highway network rather than considering options for removing traffic from the road network and towards more sustainable modes such as rail. The proposed locations for the additional housing are known areas of congestion and the transport proposals do not go far enough to solve the existing issues, with the proposed levels of development in this location likely to compound matters further. Our client objects to these policies which will lead to increased levels of congestion and the strategy will not achieve a step change in modal split. Soundness - The evidence base prepared to support Policy PR4a (and by association policies PR6-PR10) is not sufficiently robust to justify the approach to allocate this level of housing in an area of existing traffic congestion without an effective strategy to achieve a step change in modal split. The Council needs to justify its approach for focusing so much of the new development in one area which is already known to suffer issues relating to road congestion. Rail has not been considered as a reasonable alternative within the evidence base documents and consequently the draft plan is not justified. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area. The Plan is not consistent with national Policy as the proposed development is not located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Changes Sought

The evidence base has failed to sufficiently consider investment in rail / exploitation of existing rail assets despite recent investment in the East-West Rail project. A thorough exploration of the reasonable alternatives is required. More detailed consideration needs to be given to the potential for locating new development at Islip within proximity to the existing railway station. This location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR4a

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5305

Comments

"Object to the allocations in Policies PR6a, 6b,7a,7b,8 and 9 for the reasons given in our objection to release of Green Belt land (seeobjection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council. We also explicitly support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons. Policy 10 : Woodstock Allocation. In the case of Policy 10, the site is on the edge of the Green Belt, and would impact on its openness. It would also be an excessive and disproportionate extension to the small historic town of Woodstock particularly when considered in addition to the adjacent site provisionally allocated in the draft West Oxfordshire Local Plan (currently under examination) for 300 houses. Due to wide-spread concerns raised at the hearings, the Inspector has asked West Oxfordshire District Council to conduct a heritage impact assessment of this site given its proximity to a World Heritage site. Cherwell should have conducted a similar assessment, taking into account the cumulative impact of the proposed development. Woodstock town is not within the Cherwell boundary but nevertheless, Cherwell has a duty to seek to protect historic Woodstock from inappropriate development and we consider it is not reasonable or sustainable to locate 410 extra houses in this area to meet Oxford's unmet housing needs."

Changes Sought

All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist.

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of:our extensive involvement with the consultations at all stages of the Cherwell LocalPlan to date; the considerable work we have undertaken to publicise the consultationourselves; of the feedback we have received from Kidlington residents; and, the largenumbers of them who have responded as a result of our efforts.KDW is a voluntary organisation run by Kidlington residents with experience andinterest in planning issues. We believe that effective, informed public participation inplanning consultations is vital to democratic policy making. We publiciseconsultations that directly affect Kidlington and offer advice on how people can bestmake their views known. In relation to this and the previous options consultation weprinted and distributed leaflets, put up posters, ran a stall on many Saturday marketsand at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlingtonresidents.As a result, we have gained a very good understanding of the views of Kidlingtonresidents, a large number of whom have made representations because of ouractivities. KDW's representations therefore reflect the views of much of the Kidlingtoncommunity."

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|------------------|------------|-------|-------|---------------|---|--|---|---|
| PR-C-1403 | 10/10/2017 | Vicky | Aston | Sport England | Y | | Y | N |
|------------------|------------|-------|-------|---------------|---|--|---|---|

5188

Comments

Sport England welcomes the Council's references throughout the document and policies requiring developers to include open space, outdoor sport and recreation. However, Sport England is concerned that the Council has yet to publish its evidence base in relation to playing fields and outdoor sports provision and built sports facilities. The Council will need to ensure that all of the new development contributes towards indoor and outdoor sports facilities in the District. The Council's evidence base will help frame this work. Sport England also recommends that the Council includes a requirement for applicants to include a statement demonstrating how their development has met the 10 principles included in Sport England's Active Design document. See Section 3 of the document 'how to use Active Design' and the proposed change.

Changes Sought

Sport England recommends that the Council consult Sport England at the earliest opportunity on the preparation of the Playing Pitch Strategy. Sport England suggest the following text could be included in the policies to support Active Design: PR5 (10) Provide evidence of how the development has improved the health and well being of new residents by demonstrating how the proposals will meet the 10 Active Design Principles set out in Sport England's guidance document 'Active Design' <https://www.sportengland.org/facilitiesplanning/active-design/>

Reasons for Participation

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|------------------|------------|---------|--------|----------------------------------|--|--|---|---|
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
|------------------|------------|---------|--------|----------------------------------|--|--|---|---|

5609

Comments

SUPPORT the proposal in Policy PR12a to deliver 1700 houses in the period 2021 to 2026, but there is no chance that PR6, PR8 and PR9 will deliver in this timeframe. In contrast, The Moors, which is less complicated and of a smaller scale, could assist – and our recent community-led project at Swinderby (Lincolnshire) demonstrates our place-making capabilities.

Changes Sought

On the assumption that the draft Plan would otherwise be held to be unsound, The Moors (PR14) should be included as an omission site for c300 houses, linked to a regeneration package for the village centre and a new 10 hectare 'country park'. In the alternative, it could be specifically listed as a 'safeguarded site' in Policy PR12b, or this policy could be amended to provide for localized Green Belt reviews for housing where planned for sites are not being delivered by 2021.

Reasons for Participation

We confirm that we wish to attend the examination in public.

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|------------------|------------|---------|--------|----------------------------------|--|--|---|---|
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
|------------------|------------|---------|--------|----------------------------------|--|--|---|---|

5347

Comments

Object to PR9, where exceptional circumstances have not been demonstrated. This is a particularly poor site, the wrong side of the A44, with an impact on the Green Belt recorded by LUC as high. It is unsound and should be deleted from the draft Plan. The principles proposed are similar to The Moors, but our site offers better accessibility, a proper relationship with Kidlington (and its regeneration), and a low to moderate impact on the Green Belt (according to LUC). The proposed density of PR8 at 35 dph is too high.

Changes Sought

Development west of the A44 (PR9) is acknowledged by LUC as having a high impact on the Green Belt, it has no defensible boundary, and it is remote from Kidlington and offers this village no regeneration benefits. This allocation should be deleted.

Reasons for Participation

We confirm that we wish to attend the examination in public.

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|------------------|------------|--------|----------|--|--|--|---|--|
| PR-C-1418 | 10/10/2017 | Glenda | Abramson | | | | N | |
|------------------|------------|--------|----------|--|--|--|---|--|

5095

Comments

Is opposed to the proposed Green Belt allocations mainly because CDC has not proved the exceptional circumstances required to build on a GB, nor has it proved Oxford's "unmet need". Use of the GB for development should be the last resort, if at all. The impact of this proposed "sprawl" on the environment would be massive, with extra cars on roads that are unable to sustain what already exists. This is true also of the existing infrastructure as a whole.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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|------------------|------------|-----|---------|------------------------------------|--|--|---|--|
| PR-C-1420 | 10/10/2017 | Bob | Hessian | Weston on the Green Parish Council | | | N | |
|------------------|------------|-----|---------|------------------------------------|--|--|---|--|

4537

Comments

Objection to Options A and B as National Planning Policy states that a local planning authority should regard the construction of new buildings as inappropriate in GB. The policy lists exceptions but these exceptions do not concur with the exceptions that Cherwell are listing. Limited infilling in villages, and limited affordable housing for local community needs may be acceptable but the proposals put forward by CDC for Kidlington, Begbroke and Yarnton cannot be considered as "limited" and therefore do not meet that criteria. The fundamental aim of GB Policy is to prevent urban sprawl by keeping land permanently open – the CDC proposals would considerably increase urban sprawl - with the villages of Kidlington, Yarnton and Begbroke coalescing and thereby destroying their individual identities. CDC lists "Oxford's urgent and pressing housing need" as an "Exceptional Circumstance for GB development". We accept that there is a need for more affordable housing in Oxford but the figures quoted in the document have been suggested by others as being inaccurate and exaggerated. It is unclear as to which target population this proposed housing is meeting. Ideally it should for residents who wish to live and work in Oxford. Current stock is already being used by people who commute to outside the area and there is no legislation in place to prevent that. Oxford City Council has not fully explored ALL possible solutions to create more housing within the city. They have shown an unwillingness to build at higher densities and a reluctance to use Compulsory Purchase Orders to acquire land and buildings that have remained derelict or where landowners have resisted requests to release land for building. Given the serious traffic issues that arise from development outside the Oxford city area which is contrary to the requirement of sustainability in the NPPF, it is incumbent on the Oxford City Council to reconsider strategies to satisfy the housing need within its own boundaries before using GB land. CDC lists the "improvement of transport infrastructure in the north Oxford / A44 / A4260 corridor areas" as another "Exceptional Circumstance for GB Development" These routes are already heavily congested and additional housing in these areas will exacerbate the situation. There is insufficient information and data available to show that the County Council's A44/A4260 Corridor Study and its proposals are achievable both physically and financially. It appears to push the traffic and transport problem into other parts of Oxford. It follows from the above that Policies PR8 & PR9 (Development in Begbroke & Yarnton) are Unsound as the sites are in the Oxford Green Belt and the above arguments apply.

Changes Sought

Reasons for Participation

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|------------------|------------|-----|--------|--|--|--|---|--|
| PR-C-1422 | 10/10/2017 | J K | Jutton | | | | Y | |
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4320

Comments

Object to PR8 - the addition of 2480 new houses between and around Begbroke and Yarnton; unjustified as it would completely change the separate village setting for ever and overwhelm the existing character of the locality by tripling the current population at the expense of prime Green Belt land which National Government and yourselves have pledged to protect.

Changes Sought

Reasons for Participation

Represented by Begbroke and Yarnton Greenbelt campaign group

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|------------------|------------|----------|-------|--|--|--|---|---|
| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | N | Y |
|------------------|------------|----------|-------|--|--|--|---|---|

4548

Comments

Impact on Begbroke and Yarnton. Since 1991 Yarnton has accepted a number of new housing developments which have increased the size of the village, but have not significantly altered the essential nature and character of the community. The sheer scale of what is now proposed is hard to comprehend and will completely swamp both villages. How can it be deemed acceptable to locate the largest shared (2,480) of Cherwell's allocation of Oxford's alleged unmet housing need (4,400) within the boundaries of such small communities? The two villages will be trebled in size, and the new developments will straddle the Parish boundaries both east and west of the A44, thereby removing the separation between Yarnton and Begbroke, along with their separate identities. The density of the new housing in PR8 is 45 houses per hectare, more than double that of the most recent development in Yarnton on Cassington Road, where Cherwell only gave planning permission on the condition that the number of houses on the site must be restricted to prevent over development. The three-storey blocks of flats on the Cassington Road development are an eyesore and dominate the entrance to the village from the A44 at the Turnpike roundabout. They are completely out of character for such a village. If the new proposal goes ahead with much higher densities, it will completely alter the rural character of the villages of which it will clearly be part. The Plan states that in the PR8 site "there is a clear opportunity to create a very distinctive place and community" (p. 118/5.109). It is obviously envisaging something akin to a University campus around and to the south of the Science Park, which will be autonomous and separate from its surroundings. But since there is no mention of any separation between the new development and existing houses in Yarnton, this does not seem possible. In order to achieve this aim a much larger site away from existing communities would be needed that would afford proper isolation and separation. What is much more likely to be created is a vast expansion of the existing communities. This will alter irrevocably the nature of the communities around the A44 in this area. There will also be very little remaining of the current green buffer between the two villages and their larger neighbour Kidlington. In effect the proposals will create a single large urban area comprising the new high density developments of PR8/PR9, Yarnton, Begbroke, and Kidlington, which will in turn be joined up with the proposed developments around the new Oxford Parkway station on the northern outskirts of Oxford. Has any consideration been given to the new identity of the conurbation that will be created and what measures will have to be put in place for it to work at all, let alone satisfactorily? And which Parish Council will be responsible for the various parts of the new development?

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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|------------------|------------|----------|-------|--|--|--|---|---|
| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | N | Y |
|------------------|------------|----------|-------|--|--|--|---|---|

4549

Comments

It is only necessary to look at the present difficulties being experienced by local residents, due to an already overstretched and struggling infrastructure, to understand the potentially catastrophic problems that are likely to result from such a proposal if it goes ahead and trebles the population of the area. There are basic amenities in Yarnton but to access a wider range of facilities it is necessary to go to a larger centre, the nearest being Kidlington. However, the bus service between Begbroke, Yarnton and Kidlington was withdrawn making it impossible to get to Kidlington by public transport (community bus does the journey once a week). Yarnton surgery was merged recently with two Kidlington surgeries. Appointments in Yarnton are increasingly difficult to obtain. This means a journey to Kidlington which is now difficult for those who do not drive. Some elderly patients have to travel by taxi for their appointments. The popular and well-supported Garden Centre/Restaurant/Shopping Village on Sandy Lane was recently sold and the new owners have offered to sell the site for development should the Plan go ahead. This would remove one of the well-used local amenities within walking distance for a large proportion of village residents. The Plan encourages residents to walk or cycle rather than rely on cars, but in reality this is not practicable as a means of undertaking journeys essential to everyday life for many elderly or disabled residents or those with young families. Indeed even the young and healthy would be unlikely to choose to walk over two miles in each direction to Kidlington for work or to do such things as visit the doctor, go to the bank, have an eye test, buy do-it-yourself materials, attend church, use the sports centre, do a supermarket shop or keep in touch with family and friends in the wider locality. And cycling is simply not a viable option for most people as a means of getting to work or travelling outside the immediate vicinity, except possibly some of the younger residents. Given these current pressures on essential services it is clear that major investment in improved infrastructure and local amenities would be needed to support the scale of developments being proposed. However, the Plan does not put forward realistic detailed proposals and costings to resolve the potential problems.

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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|------------------|------------|-------|------|---------------------|--|--|--|--|
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
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4576

Comments

Supports the allocation of sites at Begbroke, Yarnton & Woodstock. Our comments on the details of these policies are more brief as the physical links with the city are more limited (although the economic links with Begbroke & the University of Oxford as part of the 'Knowledge Spine' are clear and strong), however we welcome the delivery of sustainable transport links into neighbouring communities & onwards into Oxford to provide access to employment, services & facilities.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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|------------------|------------|--------|--------|--|--|--|---|---|
| PR-C-1438 | 10/10/2017 | Serena | Marner | | | | N | Y |
|------------------|------------|--------|--------|--|--|--|---|---|

4589

Comments

Impact on Begbroke and Yarnton. The proposed development of a 'new urban neighbourhood' on the land east of the A44 [Policy PR8] and the 'village' extension to Yarnton [Policy PR9] is not appropriate given the existing numbers of houses in Yarnton and Begbroke. This will mean trebling the size with the coalescence of the villages and the loss of identity, character and setting of these historic sites. With the proposed creation of an urban sprawl, also joined up with Kidlington, and no significant green spaces between these existing villages, the result would be a huge and dense population the size of a town. The density of the proposed housing development is far too high and would be inappropriate in a 'village' setting with the existing communities. It seems little consideration has been given to the health and wellbeing of the residents who would have to live in these high density developments, with very little space allocated to individual residents or to families. Green space is important for a healthy population and especially for children. With food shortages looming in the future as populations increase, we will all have to have gardens big enough to grow our own vegetables and fruit in order to be able to survive. I therefore cannot support the plans.

Changes Sought

Reasons for Participation

I would like Begbroke and Yarnton GB Campaign to act as my representative during the Examination by the Planning Inspector.

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|------------------|------------|-----------|-------|-----------------------------------|--|--|--|--|
| PR-C-1441 | 10/10/2017 | Katherine | Jones | Savills on behalf of Thames Water | | | | |
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4602

Comments

Oxford STW has the capacity to deal with the flows from this development. The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Strategic drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a wastewater network capacity constraint the developer should liaise with Thames Water and provide a detailed drainage strategy with the planning application, informing what infrastructure is required, where, when and how it will be delivered. Thames Water advise that this development site could potentially drain to either Oxford STW or Cassington STW depending on the point of connection. The scale of this development would require a strategic solution and total development identified in the Kidlington area within the Cherwell development plan may cause concern if all developments were to go ahead. Thames Water would welcome early consultation concerning any proposed development. There are existing sewers or rising mains crossing this site and where there is no practical way of their being diverted the stand off distances tabulated in the SFA 7th will be applied to assess the width of easement required.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|-------|--|--|--|---|---|---|---|
| PR-C-1457 | 10/10/2017 | Barry | Orton | | | | N | N | N | Y |
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4621

Comments

Believes that Cherwell District Council would fight to preserve GB around Oxford to prevent the areas of PR6a, PR6b, PR8 and PR9 ever being developed. Moved to village of Yarnton to be part of a typical English village community but now appears that, if not stopped, developers will be given carte blanche to turn a crucial part of beautiful Oxfordshire countryside into yet another amalgamated housing estate. Traffic chaos will on A44 by expansion of Begbroke and Yarnton, combined with additional houses at Woodstock and ludicrous proposal to close Sandy Lane to through traffic, will have a devastating effect on the ability of residents and others to use the A44. Majority of people using A44 do not want to cycle to Oxford and the a super cycle way or bus lane would not alleviate the misery. Bitterly oppose the digging up of the historical North Oxford Golf Course (PR6b) for low density, highly priced housing aimed at London commuters – an act of vandalism to a wonderful local amenity which will not help resolve Oxford's low-cost housing shortage. It would be a tragedy for members and visitors, and local people who have access to wander through the beautiful parkland established over 110 years. Cherwell D.C. appear to offer an alternative site PR6c clearly knowing that it would not be acceptable to a golf course developer and would never be recreated. The questions around this proposal are:(a) Why does Cherwell D.C. not offer up PR6c for housing as it is only yards away from the existing club?(b) Why does the city not build its houses on the city's golf (Southfield) course – i.e. on the land it owns and which is ideally suited to higher density housing and in an area of greater need? Why doesn't the Council use its powers of compulsory purchase to acquire the under-used golf course at ST Edward's School or a number of the many under-used college sports grounds, reserved for the rich and academics? This once again shows the stranglehold the University has on Oxfordshire residents. For the reasons given above and the Representations made by the Begbroke & Yarnton Green Belt Campaign which are supported and adopted as part of my own representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for Inspection.

Changes Sought

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-1474 | 10/10/2017 | Leslie | Allen | | | | | N | Y |
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5200

Comments

"Proposals to development on Green Belt and misleading statistics relating to the scale of loss of green belt. The Green Belt was set up to prevent urban sprawl, protect open spaces and preserve identities of communities. These proposals directly contradict this requirement and are therefore against national policy. Figures show that the PR08 alone removes at least 50% of the green belt associated with that site, while the development of site PR09 removes a further 16%. Both sites form part of the green belt so development is against national policy and there is no special circumstance for doing so. The statement on page 31 of the summary booklet that the reduction is only 3% is totally misleading as it fails to recognise the impact at local level and is therefore unsound. According to the maps available, the gap between Yarnton and Begbroke will reduce to about 1/5th of its current size i.e. tens of metres rather than hundreds."

Changes Sought

Reasons for Participation

Wishes to participate in the oral examination

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|------------------|------------|-------------------|--------------------|--|--|--|--|---|
| PR-C-1484 | 09/10/2017 | Nicole and Eugene | Brooks and Griffin | | | | | N |
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4654

Comments

Object – Land West of Yarnton
Do not consider the proposed submission plan to be sound and do not see any valid reason for exceptional circumstances to justify removal of green belt land in the area.
The report that Oxford's unmet housing need is as high as stated in the plan has been thrown in to doubt with conflicting reports, and that new Government targets are significantly lower than this plan is based on. The plan is unsound and unjustified. It is being rushed through and not based on accurate figures.
The proposed plan for improving infrastructure in the area to support this level of development is nowhere near realistic on a physical or financial basis. It does not begin to address the problems that will arise in this area. The proposal of closing the road between Yarnton and Kidlington is not justified at all. The plan is unsound as the need has not been thoroughly assessed or understood and no effective solution has been put forward. There is no justification for removal of green belt land in this area based on these proposals

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR9 - Land West of Yarnton Road

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|-----------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
|-----------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|

5264

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not “justified” or “consistent with national policy”. This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that “under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan”. The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored “all other reasonable options” &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the “exceptional circumstances” required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC’s approach is predicated on an assumption that “Oxford’s Housing Needs” form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that “the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the ‘best fit’ of local authority boundaries to a functional housing market area.” More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) “it is not the role of, or possible for, the plan to prescribe where people live and work;” and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a “separate five year housing land supply . . . For meeting Oxford’s needs.” This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF’s presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW’s concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a “reasonable option” for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW’s concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish “exceptional circumstances” for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW’s comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed “reasonable alternatives” & therefore cannot be considered to have demonstrated “exceptional circumstances” for the release of all of these sites from the GB. * Combined with the inadequacy of the evidence base, these concerns are amplified by the fact that the Submission Plan appears to prejudge the proposed development strategy irrespective of the evidence base. This is reflected in the fact that the (Executive Summary para xiv) states that the Plan “focusses development on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor” & earlier iterations of the evidence base acknowledged that only sites within two of the nine areas of search have been assessed, Conversely TW have established that the TW site at Bloxham does form a “reasonable alternative” for development within a sustainable location which is capable of meeting housing need. This is consistent with CDC’s analysis within the HELAA (albeit that TW’s technical analysis is that the site is capable of accommodating a higher level of residential development). Accordingly the TW site should be allocated for residential development (under this or an additional policy) prior to CDC moving on to consider the need for any Green Belt release. Without the amendments sought above our clients do not consider that the Submission Plan can be considered “sound”, particularly with regards to being “positively prepared” or “justified.”

Reasons for Participation

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

Proposed Submission Plan - Policy PR10 - Land South East of Woodstock

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|-----------|------------|-----|------|-----------------------|-----|-----|----|
| PR-C-0035 | 01/08/2017 | Ian | King | Bladon Parish Council | Yes | Yes | No |
|-----------|------------|-----|------|-----------------------|-----|-----|----|

40

Comments

The residents of the Parish of Bladon are concerned with the traffic volumes impact on Bladon. 1. Volume of traffic on A44 and Bladon roundabout. 2. Volume of traffic passing through village via A4095. 3. Pollution caused by increased volume of traffic. 4. Effect of traffic on the World Heritage site of Blenheim.

Changes Sought

Reasons for Participation

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|-----------|------------|-------------|----------|------------------------|
| PR-C-0190 | 24/09/2017 | Dr Robert W | McGurrin | Woodstock Action Group |
|-----------|------------|-------------|----------|------------------------|

1059

Comments

Objection on behalf of the Woodstock Action Group (WAG) formed in 1998 with the dedicated aims to; conserve the local environment against unnecessary development and to preserve, maintain and enhance the historic character and charm of Woodstock; to support low-cost affordable housing for local residents in appropriate areas and to reject large scale housing developments on inappropriate sites such as on the perimeters and/or approaches to Woodstock or Old Woodstock.

Changes Sought

Reasons for Participation

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|-----------|------------|-------------|----------|------------------------|
| PR-C-0190 | 24/09/2017 | Dr Robert W | McGurrin | Woodstock Action Group |
|-----------|------------|-------------|----------|------------------------|

1064

Comments

Strong objection to Section PR10, as it exists. The proposed housing on the A4095 border of Woodstock will put further strain upon the town’s infrastructure, services and commercial centre. It will adversely affect the approach to the Blenheim Palace World Heritage Site and the local rural environment. Woodstock needs to be protected from such inopportune and damaging development. Public consultations are nothing more than the means of whichever government to placate and patronize the populace. Occasionally, people power wins through but this is a rarity. If the developers’ firms and planning authorities were subject to corporate responsibility, perhaps more lucid thought would be given to the human effects of their projects and decisions.

Changes Sought

Reasons for Participation

In accordance with the government’s recent reasonable calculations to reduce the number of houses from 100, 000 to 68,000 we suggest that the requirement for each district to contribute to the “Oxford’s unmet need” be rescinded and that the proposed 4, 400 homes proposed by CDC to meet this need be scrapped in its entirety. There would be no need to profane the GB.

Proposed Submission Plan - Policy PR10 - Land South East of Woodstock

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| PR-C-0190 1063 | 24/09/2017 | Dr Robert W | McGurrin | Woodstock Action Group | | | | | |
| Comments | | | | | | | | | |
| Lack of Consideration of Atmospheric Pollution in the Plan. Other than a couple of the hundreds of policy statements, viz., the plan will “seek to: contribute to improving health and well-being and conserve and enhance the natural environment.” I find no mention or consideration of how the plan will cope with the additional noxious nitrogen oxide gases that will be spewn from the up to 6000 or more private cars owned by the 7,400 prospective residents living in the SE area of Woodstock and those in nearby Cherwell District. Public Health England has stated that 5.3% i.e., 276 deaths a year of adults 25 years and older are attributable to air pollution and others suffer with long term conditions such as lung diseases, asthma, cancer and birth defects. The Government has stated that deaths related to air pollution are the second biggest health threat after smoking. And yet, not a mention of this threat is in Cherwell’s plans. WSP/Parsons Brinkerhoff compiled a 75-page air quality assessment (AQA) for the development of the 300 houses in the SE quadrant of Woodstock during the 7 year duration of the construction phase as well as the post construction phase on the potential effects of Nitrogen dioxide (No2) and Particulate matter 10 and 2.5 on the prospective affected residents that will occur because of increased volumes of traffic generated by the development. The report concludes that the effects of these concentrations of noxious and deadly gases on those affected, “would be negligible. I am not at all convinced that this will be the case as even the authors of this AQA have said, Changes in local traffic volumes and characteristics resulting from the Proposed Development may also have an impact on local air quality” I agree. They also state that “road traffic is a major source of the pollutants, NO2 (Nitrogen Oxide), Particulate Matter 10 and 2.5 and the dominant source in many urban areas.” This AQA only pertained to the Woodstock East Development of 300 houses Cherwell’s plan of 410 at PR 10 will more than double air pollution in the SE quadrant of Woodstock and the nearby area in Cherwell. This has the makings of a worrying cocktail of cumulative and degenerative air quality affecting both human and wildlife receptors. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0190 1062 | 24/09/2017 | Dr Robert W | McGurrin | Woodstock Action Group | | | | | |
| Comments | | | | | | | | | |
| Greater Oxford in the Making. This plan will see more and more development and traffic on a geographic corridor from Oxford along the A44 via villages Yarnton and Begbroke culminating at Woodstock. The GB, once bitten will eventually be swallowed whole. Oxford will expand north to incorporate these villages and become the Greater Oxford Corporation thus making Woodstock and Kidlington suburbs of Oxford and adversely affecting about 18,000- 20,000 residents in these villages and aggravating already congested roads e.g., A4260, A34, A4095 and the A44. Woodstock is only 7km from N. Oxford. The leader of Cherwell Council has said, “... growth must insure that people have convenient, affordable and sustainable travel opportunities to the city’s (Oxford) places of work...” We do not see this being the case because of widespread, unabated housing growth in Cherwell and Oxfordshire which is leading to increased levels of inconvenient and unsustainable traffic congestion, gridlock and driver exasperation and anger. In a 2011 census (already 6 years old then) 67% of Cherwell residents travelled to work by “Driving a car or van. ” Since then we estimate that this residents’ mode to work is now between 70-75%. (Source: ONS Census 2011-Jouney to Work Data.) | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0190 1060 | 24/09/2017 | Dr Robert W | McGurrin | Woodstock Action Group | | | | | |
| Comments | | | | | | | | | |
| Transport - It is recognized that change is inevitable but the pace at which it happens is not. We recognize the need for increased housing but not of the magnitude of 4,400 houses, 410 of which are planned just across the A4095 border of Woodstock in Cherwell next to an area, which already has planning permission for 300 houses and possibly more. There are some 1,150 homes in the Shipton Road quadrant which includes Banbury and Hensington Roads and Marlborough Place I & II off Shipton Road plus others. This development will concentrate 1,860 (1,150 + 410 + 300) houses and between 2,500 to 3,000 (1860 x rate of 1.50 per household =2790 cars)) private and other vehicles in the SE Woodstock quadrant. Many of these residents are those who are most likely to exit onto the A4095 via Shipton Road plus those from the planned Woodstock East development of 300 houses and their counterparts across the border from The Straight Mile. The A4095 is the main artery through Bladon and beyond and is already congested daily. Let us not forget the many commercial vehicles, HGVs, postal and delivery vans, tourists and visitors, etc., that ply these roads and one has the increased propensity for even more accidents and injuries along these local highways. Traffic on our local highway system; A34, A4095, A44 is now so bad that one does not need to leave one’s home to be threatened with injury or worse. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0190 1061 | 24/09/2017 | Dr Robert W | McGurrin | Woodstock Action Group | | | | | |
| Comments | | | | | | | | | |
| Car Ownership - Cherwell District Council. Between 1981 and 2011, the number of households in the Cherwell District increased by 55% while the number of cars owned by residents increased by 126%. The number of cars per household increased from 0.98 in 1981 to 1.42 in 2011. This was well above the national average of 1.16 cars per household. (Source: Census 2011 Summary for Cherwell District Council, p.5) Plan 2011-2016, Ch.7, p.143). According to CDC, there are about 60,000 households in the district. By 2031 4,400 more houses are planned totalling about 64,400 households. (However, within the next 14-15 years, these numbers will most surely increase.) Using the projected figures of 4,400 houses plus the 60,000 in situ, i.e., 64,400 households, we estimate an increase of 85% of households having one or more cars, i.e., 85% of 64,400 = 54,740 households having one or more cars. If we estimate that the 2011 figure of 1.42 number of cars per household has increased to 1.50 cars per household this = 96,600 cars in Cherwell District. If we round off this 1.50 figure to virtually 2.00 cars per household, then we arrive at the figure of 128,800 cars in Cherwell District. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0233 804 | 14/08/2017 | Brian | Yoxall | | | | | | N |
| Comments | | | | | | | | | |
| Considers the proposal to build 410 new homes at Woodstock to be unsound and wishes to object for the following reasons: 1. There has been no coordination with W.O.D.C. who are also proposing development nearby as part of their Local Plan 2031. 2. The proposal will exacerbate the tendency to urban sprawl between Woodstock and Oxford, especially given other development proposed south of Woodstock. 3. The proposal will dilute the historical character of Woodstock. 4. The proposal will detract from the natural countryside environment on the present outskirts of the town. 5. The highways infrastructure necessary for such development is severely lacking, both towards Oxford and towards Woodstock town centre. 6.The car parking provision in the centre of Woodstock is already problematical, is hindered by inappropriate WODC policies, and this proposal will only exacerbate the problems. 7.The health centre in Woodstock is not equipped to cater for this development nor even that proposed by WODC. 8.The proposal would necessitate additional Primary School capacity. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0262 5575 | 10/10/2017 | Richard | Pye | | | N | N | N | Y |
| Comments | | | | | | | | | |
| The following section provides a response to elements of the Proposed Submission Plan (PSP) that relate to the sites included in Policies PR6 to Policy PR10 inclusive. The section also covers the Sustainable Transport strategy and Oxfordshire Infrastructure Strategy as covered by Policy PR4 and PR11. Evidence base documents reviewed. Detailed comments provided on: Location of site relative to the employment centres of Oxford, cycle and walking, Rapid Transit system, reliance on buses, return journeys from Central Oxford, commuter inflow patterns in Oxfordshire, review of RAG matrices, unfunded Transport Strategy, safety, loss of green space. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |

Proposed Submission Plan - Policy PR10 - Land South East of Woodstock

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|------------------|------------|-------|--------|--|---|---|---|---|
| PR-C-0265 | 09/10/2017 | Ellis | Davies | | N | N | N | Y |
|------------------|------------|-------|--------|--|---|---|---|---|

5552

Comments

Where is the infrastructure to meet the expected demand and how will it being funded?

Changes Sought

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|--------|-------|------------------|---|---|---|--|
| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | Y | |
|------------------|------------|--------|-------|------------------|---|---|---|--|

900

Comments

Historic England welcomes the reference to the Blenheim Palace World Heritage Site and Grade I Registered Park in paragraph 5.129, its Outstanding Universal Value in paragraph 134 and the Blenheim Villa Scheduled Monument in paragraphs 134 and 135, as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|-------|------------------|---|---|---|---|
| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | N | Y |
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910

Comments

The site "Land South East of Woodstock" contains the "Blenheim Villa", a scheduled monument comprising a Roman villa and associated field system 200m north east of Little Cote. As the Council will be aware, paragraph 126 of the National Planning Policy Framework requires local planning authorities to recognise that heritage assets are an "irreplaceable resource" and "conserve them in a manner appropriate to their significance". Paragraph 129 notes that the significance of a heritage asset can be affected by development affecting its setting. Paragraph 132 recognises scheduled monuments as "heritage assets of the highest significance", substantial harm to or loss of which should be "wholly exceptional". At the previous stage of the Plan we commented "The development of this site would have an unacceptable impact on the monument and its setting and should not be taken forward". This remains our preferred approach, as we consider it likely that archaeological interest extends beyond the scheduled area. However, we would be prepared to reconsider this fundamental objection in principle if an archaeological assessment is undertaken and demonstrates that the remainder of the site is not of archaeological interest beyond being within the setting of a scheduled monument, which would thus ascertain the acceptability of development over what area of this site. We note requirement 18 in Policy PR10 requires an application to be supported by an archaeological investigation which may "then require predetermination evaluations and appropriate mitigation measures". However, we consider this to be too late in the planning process, which gradually firms up this allocation as the Plan progresses. This investigation should be undertaken before the Plan is adopted. We therefore consider that, notwithstanding requirements 10a, 23, 29 and 30, Policy PR10 fails to provide adequate protection for the archaeological interest of the site in accordance with the National Planning Policy Framework and therefore object to this policy and consider it not to be sound. In addition, requirement 18, as drafted, only notes that the archaeological investigation may require predetermination evaluations and appropriate mitigation measures respectively. It does not require these measures to be incorporated in or to influence the actual development scheme. The same flaw is evident in requirement 15 in that it only requires the HIA to include measures to avoid or minimise conflict with the identified heritage assets, not these measures to be incorporated into any proposed development scheme. Historic England therefore considers that the policy provides inadequate protection for the potential archaeological remains on the site in this way too, and that Policy PR10 as written does not conform with the Framework and thus is not sound for this reason too. Without prejudice to our objection to the allocation of this site without further investigation and a requirement for the results of that investigation to be incorporated into any development scheme, we also have the following comments. The Blenheim Palace World Heritage Site and Registered Historic Park and Garden is located to the south-west of the site "Land South East of Woodstock". Historic England therefore welcomes and supports requirements 9, 10a, 10e, 15, 23, 24, 25 and 27, although we consider 10a should read "...which unambiguously responds to and conserves or enhances, the significance of the internationally and nationally significant heritage of the Blenheim Palace World Heritage Site" and 24 should read ".....the significance of Blenheim Palace World Heritage Site and the Grade I Registered Park and Garden and their settings." If, notwithstanding our clear objection, the Council maintains this allocation, we would wish to see requirements 10a, 23, 29 and 30 retained in Policy PR10).

Changes Sought

This site should not be allocated for development until an archaeological assessment has been undertaken and ascertained the extent and significance of archaeological remains on the site as a whole, thus identifying if development is acceptable on this site and, if so, over what area. (Discussions with the Council are ongoing at the time of submitting this representation, but early indications are that the Council will consider commissioning such an assessment prior to submitting the Plan. If it was to do so, and Policy PR10 amended as necessary to our satisfaction, Historic England's objections to the Policy on the basis of the impact on "Blenheim Villa" scheduled monument would be overcome. If, notwithstanding our objection, the Council maintains this allocation, Historic England would like to see the following changes to Policy PR10: Requirement 10a should read "...which unambiguously responds to and conserves or enhances, the significance of the internationally and nationally significant heritage of the Blenheim Palace World Heritage Site". Requirement 24 should read: "24. Development that causes no harm to the significance of the Blenheim Palace World Heritage Site and the Grade 1 Registered Park and Garden and their settings". Requirement 17 of Policy PR10 should be reworded as follows: "17. The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with the identified heritage assets within and adjacent to the site. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme." Requirement 18 should be reworded as follows: "18. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme". For the sake of clarity, we do not consider that these changes alone would make Policy PR10 sound, given our fundamental objection to the allocation of this site for housing without a prior archaeological investigation). (Discussions with the Council are ongoing at the time of submitting this representation, but early indications are that the Council will consider rewording these requirements as suggested as minor modifications. If it was to do so, Historic England's objections to these requirements would be overcome).

Reasons for Participation

Historic England wishes to participate in the oral examination to explain the significance of the "Blenheim Villa" scheduled monument and the potential archaeological interest of the site, and to assist the Inspector with responses to any points raised by the Council or other parties to the examination.

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| PR-C-0306 | 10/08/2017 | Anthony | Hall | | | | | N |
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917

Comments

Key Delivery Requirements' on all these policies are nothing more than a fig leaf. It is perfectly obvious the developers will agree to some or all of them and then will renege on them. This always happens. 50% affordable housing will be thrown out of the window as it has been in Templars Square where 50% has magically transformed into 23%. Similarly, developers never actually deliver infrastructure like schools, community centres or roads that are wide enough. The 'Place shaping principles' in these policies are valueless: there are no measure by which they might be enforced. How can one tell, for example, whether an extension "responds to the 'gateway' location of the site". It's gobbledegook. PR11: This is completely empty. 'Working with partners' does not guarantee anything except that you have no control over the outcome. Nor does 'setting out the Council's approach'. Its all very well having the development proposals demonstrate that infrastructure requirements can be met - it does not mean they will be met.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR10 - Land South East of Woodstock

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| PR-C-0331 | 21/08/2017 | Colin | Carritt | | Y | Y | Y | N |
| 967 | <p>Comments</p> <p>Gives wholehearted support to Policy PR10 as it offers compliance and soundness in providing much needed housing for the town of Woodstock. Woodstock is a highly sustainable community but requires an increase in its population to sustain its retail heart and to rebalance its demography away from a predominance of older people. Particularly pleased that CDC appear to have worked with WODC to coordinate a response both to the CDC partial review and to the WODC modified local plan. Believes this policy goes a long way to enhancing the sustainability of the town. Commend the soundness of its approach and deliberations .</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0427 | 01/09/2017 | Dr Gillian | Forrest | | | | | |
| 1082 | <p>Comments</p> <p>Objection to plans to build across the GB between Oxford and Woodstock. These would utterly destroy the nature of this area of Oxfordshire, creating ribbon development which GBs were designed to prevent. The proposed development, added to the 300 new houses already planned there would damage the character of Woodstock and link the village of Bladon to Woodstock, irreparably damaging the nature of Bladon as well. The scale of traffic created by these plans would overwhelm the A44 and surrounding roads, especially the A4095 through Bladon, producing increased pollution levels and health problems. The infrastructure proposed is totally inadequate. Where are the Health Centres, enlarged minor injury units, increased beds at the JR hospital, maternity units and care homes? Where are the plans for increasing secondary school provision in Woodstock? There is no evidence that the new houses would be reserved and affordable for families who work in Oxford. The Barton Park 'affordable' new houses are unaffordable for families of teachers, nurses and others on similar salary levels. Our environment would be sacrificed for the sake of ever more commuters to London and Birmingham. There are other proposals for meeting Oxford's housing needs and the council should consider these to save the settling of Oxford being surrounded by a vast urban sprawl.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0471 | 08/10/2017 | Richard | Whitlock | | | | N | N |
| 1154 | <p>Comments</p> <p>Site PR10 is a bizarre choice for a housing allocation, although it does have the merit of being outside the GB. The many significant constraints on the site are set out clearly in paragraphs 5.134 and 5.135 of the draft Plan, but are these are then overridden with a bland "Nevertheless" in paragraph 5.136 which relies on misplaced hope that its development will "respond positively to the historic environment", completely ignoring the fact that the site as it is does this far better than it ever could if it became a new housing estate.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0523 | 08/10/2017 | John & Elizabeth | Begley | | | | | |
| 1270 | <p>Comments</p> <p>As residents of Woodstock for the past 26 years it is felt that the planned additional housing for Woodstock would put further undue stress on local infrastructure and services which are already under pressure. This development is out of all proportion with the size of the town and would destroy the approach to a World Heritage Site, the rural environment, and the historic town of Woodstock would be turned into a suburb of Oxford. This is totally unsustainable. The need for affordable housing for key workers and ease of 'connectivity' are reasons given for developing the A44 corridor - but this will funnel a massive increase in traffic down an already congested road. It is disappointing that Oxford's/Oxfordshire's planning decisions seem at odds with providing for the pressing unmet need: Application for 83 flats providing 73 residences for tenants from the Council's approved list of key workers at a site off William Morris Close in Temple Cowley (inexpensive and easy 'connectivity' for Headington hospitals) - Council recommendation to turn this down. Whereas development of 8 luxury homes just outside the City boundary on the A44 (clearly being marketed to London buyers) was approved by Cherwell. It is unacceptable that rural towns and villages are being asked to accommodate Oxford's unmet need when incoherent decisions such as these are being taken. It is shocking to see the extent to which the National Planning Policy Framework is being allowed to be played and driven by land owners such as Blenheim Estates and Oxford University and developers for their own financial gain, with little consideration for providing the affordable housing that is actually needed in the right location. The scale of this need is based on shifting and nebulous housing numbers, as evidenced by the recent down forecast of Oxford's housing needs. Is this destruction of rural Oxfordshire the legacy we wish to pass on to following generations. If opportunistic landowners and developers continue to dictate planning decisions this will cause irreparable harm to local communities.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0562 | 05/10/2017 | Helen | Marshall | CPRE Oxfordshire | | | N | Y |
| 1417 | <p>Comments</p> <p>Local Plan Review proposed to build 400 houses to the south east of Woodstock on the edge of the GB. A similar scheme on this site was proposed a dozen years ago and rejected by the Inspector. The same objections apply to this proposal including: - lack of affordable housing. - strain on the already overstressed infrastructure - adverse effects on local schools, medical services and retail centre - threats to World Heritage Site prospect - loss of greenfield amenity - environmental damage. The planned housing for Woodstock threatens to overwhelm local services and risks turning this historic town into an Oxford suburb. The Local Plan Review should instead seek to protect historic Woodstock from inappropriate development. CPRE notes that: a) The Woodstock site is adjacent to a site that has been allocated in the draft West Oxfordshire Local Plan (currently under examination). B) In response to wide-spread concerns raised at the hearings, the Inspector of this Plan has now asked West Oxfordshire District Council to conduct a heritage impact assessment of this site. We believe that Cherwell must conduct a similar assessment, taking into account the cumulative impact of the proposed development. Pending any outcomes from such an assessment, our view is that this site allocation should be removed from the Cherwell Local Plan Part 1 Review.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>A full heritage and landscape assessment should be carried out of the Woodstock site, in line with that which has been requested by the Planning Inspector of the West Oxfordshire Draft Local Plan, including an assessment of the cumulative impacts of developments. Our view is that this would be likely to lead to the removal of the proposed site allocation from the Plan.</p> <p>CPRE Oxfordshire represents a wide membership across the County, including many parish councils and local organisations, and seeks to influence development to protect and enhance the countryside. We would like to attend the oral part of the Examination in order to have the opportunity to respond in person to any further comments made by the Council and developers on these issues.</p> | | | | | | | |
| PR-C-0592 | 07/10/2017 | David | Wintersgill | | N | N | N | |
| 1489 | <p>Comments</p> <p>The need for a cautious approach on land outside the Green Belt at Woodstock due to the presence of international and national heritage assets. This is not a valid reason to not build around Woodstock. The palace views would not be affected unless there plans to build on the palace grounds in full view of the palace which has not been suggested. Other world heritage sites have been able to build around those kind of places.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
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Proposed Submission Plan - Policy PR10 - Land South East of Woodstock

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| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
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5418

Comments

Concern over the impact of the proposed Woodstock urban extension, including the potential adverse effects on the settings of important heritage assets. It is not clear that Cherwell have appropriately considered the cumulative impact of the proposed urban extension in combination with the proposals in the proposed West Oxfordshire Local Plan. The proposed West Oxfordshire Local Plan proposes 670 new homes on urban extension to Woodstock, including 300 homes to the immediate west of the Cherwell site which now have planning approval subject to a Section 106 agreement. The cumulative effects that need to be considered include the impact on the setting of the Blenheim Palace World Heritage Site. The site at present is a large open field, whose openness is readily apparent from the A44 as visitors travel towards Woodstock from the South, and this contributes to the setting of the World Heritage Site. A key issue to consider is the harm that the Cherwell proposal might cause in combination with the adjoining development in West Oxfordshire. Cherwell have not considered that already there is a woeful lack of parking available in Woodstock and there is a real fear that development of this site would create a satellite village whereby shoppers would use the private car to commute to and from Kidlington. Another important issue is the impact of the proposal on this setting of the Blenheim Villa Scheduled Ancient Monument which is within the site itself. Although the SAM itself will be protected from residential development, the proposed housing area would represent a significant change to the landscape just to the north of the SAM thereby adversely affecting its setting. There is a strong hedgerow feature on the western boundary of the site, which follows the alignment of a historic tract. The proposed urban extension would breach this natural boundary and extend development in an incongruous 'finger' to the east. As such it would not relate well to the existing urban form of Woodstock in this area. The proposed allocation is considered to cause harm to the settings of important heritage assets, it would also impact on the landscape and setting of Woodstock as a result of an incongruous urban extension which is poorly related to the characteristics of the location. The benefits of the proposed allocation do not outweigh these harms, given that there is scope to deliver housing to contribute towards Oxford's needs in alternative ways, such as through a modest increase in density on sites released from the GB, or by the development of the site Policy PR3a, which is to be removed from the GB but is not proposed for housing development in the proposed submission plan. More efficient use of the GB sites could deliver at least 410 additional homes and therefore eliminate the need for the proposed Woodstock urban extension. As such the proposed allocation is contrary to the NPPF.

Changes Sought

Delete PR10 and the Woodstock allocation

Reasons for Participation

To address cross-boundary issues with West Oxfordshire

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|------------------|------------|-------|--------|-----------------------------------|---|---|---|---|
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
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5417

Comments

Concern over the impact of the proposed Woodstock urban extension, including the potential adverse effects on the settings of important heritage assets. It is not clear that Cherwell have appropriately considered the cumulative impact of the proposed urban extension in combination with the proposals in the proposed West Oxfordshire Local Plan. The proposed West Oxfordshire Local Plan proposes 670 new homes on urban extension to Woodstock, including 300 homes to the immediate west of the Cherwell site which now have planning approval subject to a Section 106 agreement. The cumulative effects that need to be considered include the impact on the setting of the Blenheim Palace World Heritage Site. The site at present is a large open field, whose openness is readily apparent from the A44 as visitors travel towards Woodstock from the South, and this contributes to the setting of the World Heritage Site. A key issue to consider is the harm that the Cherwell proposal might cause in combination with the adjoining development in West Oxfordshire. Cherwell have not considered that already there is a woeful lack of parking available in Woodstock and there is a real fear that development of this site would create a satellite village whereby shoppers would use the private car to commute to and from Kidlington. Another important issue is the impact of the proposal on this setting of the Blenheim Villa Scheduled Ancient Monument which is within the site itself. Although the SAM itself will be protected from residential development, the proposed housing area would represent a significant change to the landscape just to the north of the SAM thereby adversely affecting its setting. There is a strong hedgerow feature on the western boundary of the site, which follows the alignment of a historic tract. The proposed urban extension would breach this natural boundary and extend development in an incongruous 'finger' to the east. As such it would not relate well to the existing urban form of Woodstock in this area. The proposed allocation is considered to cause harm to the settings of important heritage assets, it would also impact on the landscape and setting of Woodstock as a result of an incongruous urban extension which is poorly related to the characteristics of the location. The benefits of the proposed allocation do not outweigh these harms, given that there is scope to deliver housing to contribute towards Oxford's needs in alternative ways, such as through a modest increase in density on sites released from the GB, or by the development of the site Policy PR3a, which is to be removed from the GB but is not proposed for housing development in the proposed submission plan. More efficient use of the GB sites could deliver at least 410 additional homes and therefore eliminate the need for the proposed Woodstock urban extension. As such the proposed allocation is contrary to the NPPF.

Changes Sought

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Reasons for Participation

To address cross-boundary issues with West Oxfordshire

| | | | | | | | | |
|------------------|------------|-------|--------|-----------------------------------|---|---|---|---|
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
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1624

Comments

Concern over the impact of the proposed Woodstock urban extension, including the potential adverse effects on the settings of important heritage assets. It is not clear that Cherwell have appropriately considered the cumulative impact of the proposed urban extension in combination with the proposals in the proposed West Oxfordshire Local Plan. The proposed West Oxfordshire Local Plan proposes 670 new homes on urban extension to Woodstock, including 300 homes to the immediate west of the Cherwell site which now have planning approval subject to a Section 106 agreement. The cumulative effects that need to be considered include the impact on the setting of the Blenheim Palace World Heritage Site. The site at present is a large open field, whose openness is readily apparent from the A44 as visitors travel towards Woodstock from the South, and this contributes to the setting of the World Heritage Site. A key issue to consider is the harm that the Cherwell proposal might cause in combination with the adjoining development in West Oxfordshire. Cherwell have not considered that already there is a woeful lack of parking available in Woodstock and there is a real fear that development of this site would create a satellite village whereby shoppers would use the private car to commute to and from Kidlington. Another important issue is the impact of the proposal on this setting of the Blenheim Villa Scheduled Ancient Monument which is within the site itself. Although the SAM itself will be protected from residential development, the proposed housing area would represent a significant change to the landscape just to the north of the SAM thereby adversely affecting its setting. There is a strong hedgerow feature on the western boundary of the site, which follows the alignment of a historic tract. The proposed urban extension would breach this natural boundary and extend development in an incongruous 'finger' to the east. As such it would not relate well to the existing urban form of Woodstock in this area. The proposed allocation is considered to cause harm to the settings of important heritage assets, it would also impact on the landscape and setting of Woodstock as a result of an incongruous urban extension which is poorly related to the characteristics of the location. The benefits of the proposed allocation do not outweigh these harms, given that there is scope to deliver housing to contribute towards Oxford's needs in alternative ways, such as through a modest increase in density on sites released from the GB, or by the development of the site Policy PR3a, which is to be removed from the GB but is not proposed for housing development in the proposed submission plan. More efficient use of the GB sites could deliver at least 410 additional homes and therefore eliminate the need for the proposed Woodstock urban extension. As such the proposed allocation is contrary to the NPPF.

Changes Sought

Delete PR10 and the Woodstock allocation

Reasons for Participation

To address cross-boundary issues with West Oxfordshire

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|------------------|------------|----------|---------|--|--|--|--|--|
| PR-C-0669 | 05/10/2017 | Patricia | Redpath | | | | | |
|------------------|------------|----------|---------|--|--|--|--|--|

1647

Comments

I strongly object to the inclusion of land (located in Shipton on Cherwell parish) that abuts Woodstock and is identified as Woodstock in the proposals. The field in question was rejected for development two years ago, and adds to proposals – also being challenged – in West Oxfordshire District Council's local plan. No recognition is currently being made by either District of the effect that major building in this area will have on the World Heritage Site nor on the heritage town of Woodstock. The WODC Local Plan Inspector has ordered a heritage assessment of their proposals for Woodstock, and Cherwell must also take account of this assessment. The effect on the local infrastructure and the damage to the historic town of Woodstock would be immense and must not be permitted.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR10 - Land South East of Woodstock

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| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
|------------------|------------|---------|--------|------------------------------------|--|--|--|---|

510

Comments

Policy PR10 - Land South East of Woodstock. This allocation looks isolated and only makes sense if it joins up with the proposed site allocation in West Oxfordshire district on the western side of Upper Campsfield Road. This allocation should therefore only be considered if and when the proposed development in West Oxfordshire has taken place. Welcome the provision of large areas of green space, parts of which should also be considered for biodiversity improvements.

Changes Sought

Reasons for Participation

Potential biodiversity impacts as outlined in the representation.

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|------------------|------------|--------|-------|-------------------------|---|---|---|---|
| PR-C-0773 | 10/10/2017 | Philip | Rawle | Greenlight Developments | Y | Y | N | Y |
|------------------|------------|--------|-------|-------------------------|---|---|---|---|

1951

Comments

Does not consider the Partial Review of Cherwell Local Plan to pass the 'tests' of soundness, in terms of being positively prepared, justified, effective and consistent with National policy. This is because the Partial Review does not make reference to the need for C2 units (residential institutions, including care homes), nor to care/nursing homes more generally. Policy PR2 deals with C3 uses only. Further limitations on current local planning policies (adopted and emerging) are outlined in the accompanying Note prepared by Lichfield's. In terms of National policy, the Government's National Planning Practice web-based resource in the section on 'Housing and economic development needs assessments' provides guidance to the plan-making process on how to deal with 'housing for older people'. Failure of the Partial Review to meet the care needs of the District will clearly have significant implications on housing options for Cherwell's increasingly ageing population. The accompanying Note prepared by Lichfield's quantifies that like the rest of the UK there is a clear need for care homes in Cherwell. Examples are found in the Oxfordshire SHMA, which projects the number of people with dementia and mobility issues in Cherwell and Oxfordshire will roughly double by 2031 (end of this Plan period). The latest DCLG figures project the number of people in Cherwell living in communal establishments to double by 2031. The Lichfield's' Note sets out the care need for Cherwell as follows: • In Cherwell District itself, the latest DCLG projections show growth in the number of people over age 75 living in communal establishments of 565, i.e. this is the number of care home bed spaces needed (2011 – 2031). However, as the Council are planning for housing growth well in excess of demographic trends, which will lead the population growth in excess of demographic trends, 565 bed spaces should be considered a minimum to plan for up to 2031. • In terms of Oxford City's need, the DCLG projections suggest a need for a further 305 bed spaces by 2031, and (as with its housing need) a proportion of this may well go unmet. Cherwell will inevitably import some of Oxford's care home needs, as those additional residents (who otherwise would have lived in Oxford) age and move into care homes. This further justifies the use of the 565 figure for Cherwell as a minimum, which may need to be increased if unmet care home need for Oxford is identified. Lichfield's' Note on Care Home Need provided.

Changes Sought

Reasons for Participation

Greenlight asserts that it in order for this clear 'need' for care bed spaces to be met in Cherwell over the Plan period, specific policies are required to:(a) Set the delivery of this need over the Plan period as a requirement - this requirement being a minimum of 565 bed spaces by 2031; and(b) To identify and allocate sites to accommodate this need in the Plan and on the Policies Map.To this end, Greenlights' land interest at Skimmingdish Lane, Bicester, which is currently subject to planning application 17/01428/F, provides an opportune site to be allocated for a 64-bed care home; thus accommodating some 11.3% of the bed space requirement (based on a total requirement of 565 bed spaces) over the Plan period (by 2031).To demonstrate how the site at Skimmingdish Lane, Bicester can accommodate a 64-bed care home, and therefore to assist in informing its allocation as a care home site in the Plan, enclosed with this letter is the site location plan and proposed site layout plan, both of which form part of the current planning application on the site.

The matters raised in these representations are of a strategic nature to the plan.

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|------------------|------------|-------|------------|----------------------------------------|---|--|--|---|
| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | N | | | N |
|------------------|------------|-------|------------|----------------------------------------|---|--|--|---|

5465

Comments

Begbroke & Yarnton Green Belt Campaign's (BYG) main concern is that they believe there is no proper justification for altering the Green Belt boundaries from where they currently stand. On a local level, they particularly object to the removal of the land described as PR8 and PR9 from the Green Belt due to the significant detrimental impact of that removal on the villages and villagers of Begbroke and Yarnton. They also object to the removal of land described as PR6a, PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City and to the land described as PR10, a green field site due to the impact its development will have on the adjacent A44 corridor. Instructed Bruce Bamber, a transport consultant, to prepare a report on the transport implications of the allocation of sites PR8 and PR9 for housing purposes. Although his technical review has focused on these areas, the broader methodology to identify potential development locations has also been assessed for its soundness. The report has been provided as Appendix B. Key conclusions from the report includes: the Sustainability Appraisal Report was published before the Transport Assessment and therefore cannot properly take into account the transport impact of development options. The SAR fails to report the adverse traffic congestion impact from the proposed development around Begbroke and Yarnton and is therefore flawed. Transport evidence base and the associated environmental assessment work is fundamentally unsound and cannot be relied upon. A number of legal issues are raised in Appendix A with a detailed summary provided. If the Council proceeds as planned, we consider the Inspector will find the Plan unsound due to inadequacy of evidence base and failure to ensure effective consultation and participation by the public.

Changes Sought

Reasons for Participation

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| PR-C-0806 | 10/10/2017 | Liz | Pickering | Education and Skills Funding Agency | | | | |
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5117

Comments

The ESFA supports the safeguarding of education land and the requirement for financial contributions towards the provision of a primary school.

Changes Sought

Reasons for Participation

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| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
|------------------|------------|-------|--------|----------------------------|--|--|--|--|

5053

Comments

The requirements within each site policy for an archaeological assessment and potential pre-determination investigations are supported.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR10 - Land South East of Woodstock

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5040

Comments

Proposed changes suggested.

Changes Sought

a. Policy PR10 needs to specify two vehicular access points with a connecting road between them. b. The policy needs to be clear on how this site would connect with the A44 & the A4095. An access via Shipton Road needs further consideration & would need to remove the 'dog leg' & the Shipton Road may require significant improvements as it is a rural road at present. A direct connection through to the A44 would also be a requirement to make this the most attractive connection to Woodstock town centre by car - access via Hensington Road would be inappropriate due to its narrowness which results in a chicane. c. The area of land identified as developable for housing is removed from both the A44 & the buses that run along that corridor. Many of the dwellings will be in excess of OCC's residential design guidance that seeks for new homes to be located within a 400m walk to bus stops. The policy needs to specify a connecting vehicular route into the adjacent consented site so that a diverted bus could run through both sites. d. The neighbouring parcel of land to the northwest of the site has resolution to grant by WODC (16/01364/Out). There is no indication of how these two sites integrate; consideration should be given to requiring a comprehensive masterplan covering both sites. There is strong merit for a highway linking the two sites for public transport purposes; a bus route would provide a highly sustainable transport solution for both land parcels. However, the site layout of (WODC 16/01364/Out) does not appear to make this possible. e. A number of pedestrian & cycle links between the Cherwell & the WODC site are required & should be secured in policy. f. Consideration should be given to realigning Shipton Road across WODC (16/01364/Out) & integrating with the Cherwell Site.

Reasons for Participation

PR-C-0832 10/10/2017 David Flavin Oxfordshire County Council

5045

Comments

Woodstock Policy PR10 - Land South East of Woodstock (410 homes) would generate approximately 125 additional primary pupils, who would need to be accommodated through a new school in Woodstock that also meets the needs of sites in West Oxfordshire. All developments should contribute towards the cost of any necessary additional school accommodation.

Changes Sought

Reasons for Participation

PR-C-0882 05/10/2017 Carl Smith N N N Y

5218

Comments

Although revised maps are not offered, it is considered that the areas of residential development as shown on PR's 8, 9 & 10 are not acceptable, because it is considered that better use could be made in reducing housing development sizes by using higher housing densities and in some cases ensuring that the "green gap" between settlements is increased.

Changes Sought

Reasons for Participation

Based on the representation, would like to reserve the right to respond if necessary.

PR-C-1339 09/10/2017 Mrs A Johnston N

4389

Comments

Object to building of 2,480 developments in Yarnton and Begbroke. I believe the proposals to be unsound for the following reasons: the proposal far exceeds the existing house numbers for Yarnton (approx. 1000) and Begbroke (approx. 350). The proposals will overwhelm the local sewerage system, which has had a lot of problems since the Cresswell Close and Pixey Close developments were completed, and there will be a huge effect on the drainage of rain (surface) water adding to the complication of sewerage. The proposals will create extra traffic on an already saturated A44 heading south and north at all times of day and will not be mitigated by a limited length bus lane (for which no funding is shown). This may encourage routing via the main A44, further reducing access already affected by the a reduced S3 bus service. There is no need for a railway station at Sandy Lane crossing - this route is the main access to Kidlington from Yarnton for shops, dentist, library, sports centre, banks and local council office. Any action to close this route to motor vehicles will result in additional car miles and pollution. The proposal will have a detrimental effect on local wildlife as we have deer foxes, badgers, hedgehogs and plentiful open space for insect and other wildlife.

Changes Sought

Reasons for Participation

PR-C-1396 09/10/2017 Paul Walker Oxford Bus Company Y

5164

Comments

SUPPORT these Policies with AMENDMENTS. The development of a Development Brief for these sites. The Brief should clearly set out how the plan proposals relate to the strategic bus network and how this will evolve, what the trigger points to deliver this shall be and give clarity to developers on the costs of developing in these locations as set out at PR8 30. The risk of not doing this is one of a hap-hazard development pattern of sites coming forward which cannot be served by high quality public transport though lack of forward planning, lack certainty for developers and a poorly thought out network connecting major nodes. Support PR8 18(c) and Pr9 8(c) which states the need for the development to enable connection to existing and potential public transport services. The policy needs to explicitly highlight that the development brief will need to contain costed proposals for bus services improvements. Therefore there needs to be mention within the policy of the need to "kick start" bus services for a number of years promoting alternative transport to the car until the development is built out and services viable. This viability may come from diversion into the site of existing services and as such we consider that an extension and/or diversion of the 300 park and ride service provide this role. The Service 300 could connect with the PR10 site as the terminus point calling at PR8 and PR9. The development of this service could be covered through the connected and joined up development brief for this site and we would be keen to work with developers and LPA to plan this service enhancement.

Changes Sought

Reasons for Participation

Would therefore like to see the policy strengthened to highlight the need to connect inter urban bus route networks between settlements that reflect the OCC strategic bus network in a phased manner than can allow new developments to be accessible by modes other than the car with appropriate S106 commitments to enable these developments to be sustainable in a manner that is clear to developers promoting sites.

Proposed Submission Plan - Policy PR10 - Land South East of Woodstock

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|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|
| PR-C-1398 | 10/10/2017 | Ben | Simpson | WYG on behalf of Bonnar Allan Ltd | Y | Y | N | N |
|------------------|------------|-----|---------|-----------------------------------|---|---|---|---|

5336

Comments

The representations are submitted on behalf of my client Bonnar Allan with regard to their proposals at New Alchester. The land is identified in the Vision document attached to these representations and will include up to 7,200 new market & affordable homes, primary & secondary schools, creation of a 240 acre country park & watersports centre & the potential to incorporate a new Park & Ride site with connection to the railway line south of Bicester by a new railway station. Our comments on the PSP are confined to issues of soundness. A summary of the alternative Options A to I that CDC considered at the last stage of the Plan is set out at paragraph 2.12. For the reasons we set out in our representations to that stage, we consider that the CDC's proposed approach of allocating land to the north of Oxford & within the Green Belt (GB) around Kidlington as set out in PR10 is flawed, & that the Partial Review does not pass the test of soundness. The PSP is not Justified as in our view it does not represent the most appropriate strategy for meeting Oxford's un-met housing needs. The logic that appears to underlie the PSP is in essence that the closer the proximity of the required housing to the City, the more sustainable it will be. This logic ignores the fact that there would be better prospects of residents travelling into Oxford as well as the major employment locations in the Science Vale by public transport including by rail from New Alchester. The preferred locations around Kidlington will increase congestion on the highway network & will result in the loss of GB & lead to coalescence between Kidlington, Begbroke & Yarnton, whereas the proposals at New Alchester are located beyond the GB. As we make clear in the Vision document, our proposals can be delivered in a phased manner & there are no impediments to early delivery. The scale of the proposals at New Alchester allows it to meet both the identified needs of Oxford City as well as an element of the future needs of Cherwell District, & in so doing, we recognise the journey that this proposal involves.

Changes Sought

We consider that the PSP should direct a majority of the un-met need to New Alchester which constitutes a more sustainable & justified location for the new homes needed both to meet the City's un-met needs as well as future need within Cherwell District. The PSP should be re-drawn to allocate land at New Alchester in place of the proposed allocations in the Green Belt (GB) around Kidlington. New Alchester can provide a highly sustainable location for the much needed development, at a location outside the GB & on the railway line into Oxford. The development would facilitate creation of a new railway station at New Alchester which would encourage people to travel to Oxford City & also other employment centres within the Science Vale by public transport.

Reasons for Participation

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|

5383

Comments

The CDC Local Plan Part 1 and the NPPF (Para 34) support a strategy whereby growth should be directed towards the most sustainable locations, encouraging travel by non-car modes. The County Council's Oxford Transport Strategy is also clear in its objectives for achieving a meaningful modal shift for those travelling into Oxford City away from the private car and towards public transport. In this context, the justification for the Council's approach in pursuing growth at sites such as PR7, PR8, PR9 and PR10 which propose concentrated levels of development (circa 3,220 dwellings) is unclear. The development as proposed is concentrated along the already very congested A44 corridor and around Kidlington which is a known congestion hotspot. While some development in this area may be appropriate, the concentration of sites will lead to significant issues of congestion given that the sustainable modes being pursued (with the exception of cycling) are all road based Park & Ride, Bus and RTP routes. The Sustainability Appraisal (June 2017) recognises that new development around the Kidlington area 'may increase congestion but the Local Plan Part 1 Partial Review allocates new housing sites that encourage the use of sustainable transport and are allocated following consideration of their impacts on transport patterns through the SA'. Notwithstanding assessment of the proposed allocations through the SA, the impact of congestion has not been sufficiently weighed in the balance when considering reasonable alternative sites and a broader distribution across the District. For example, locating development on the rail network at locations such as Islip would assist in removing some traffic movement from the road entirely. It's recognised that there is the potential for a new railway station at Yarnton, but this is a long term strategy with no immediate proposals for delivery. CDC does not consider this necessary infrastructure to support the proposals and simply consider it a potential future benefit. Therefore, all focus for this plan period under this strategy will be on the road, contrary to the conclusions of the Sustainability Appraisal and to which our client objects. Overall, the various transport evidence base documents prepared to date have not robustly assessed the opportunities to improve rail usage despite current work being undertaken to develop the East-West rail link. East-West rail Phase 1 works saw an upgrade of Islip station which is on the new Oxford – London Marylebone line. The Western Section of East-West Rail will also see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s. Despite this significant rail investment, no development is proposed within Islip which is just a 3 minute train ride from Oxford Parkway, 7 minutes from Bicester, 11 minutes from Oxford and under an hour to London Marylebone. Our client is of the view that Policy PR4a (and by association policies PR6-PR10) focuses too strongly on improvements to and mitigations for the highway network rather than considering options for removing traffic from the road network and towards more sustainable modes such as rail. The proposed locations for the additional housing are known areas of congestion and the transport proposals do not go far enough to solve the existing issues, with the proposed levels of development in this location likely to compound matters further. Our client objects to these policies which will lead to increased levels of congestion and the strategy will not achieve a step change in modal split. Soundness - The evidence base prepared to support Policy PR4a (and by association policies PR6-PR10) is not sufficiently robust to justify the approach to allocate this level of housing in an area of existing traffic congestion without an effective strategy to achieve a step change in modal split. The Council needs to justify its approach for focusing so much of the new development in one area which is already known to suffer issues relating to road congestion. Rail has not been considered as a reasonable alternative within the evidence base documents and consequently the draft plan is not justified. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area. The Plan is not consistent with national Policy as the proposed development is not located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Changes Sought

The evidence base has failed to sufficiently consider investment in rail / exploitation of existing rail assets despite recent investment in the East-West Rail project. A thorough exploration of the reasonable alternatives is required. More detailed consideration needs to be given to the potential for locating new development at Islip within proximity to the existing railway station. This location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR4a

Proposed Submission Plan - Policy PR10 - Land South East of Woodstock

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5306

Comments

While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha. Whereas the allocation is for 66ha, over 50%larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential development are significantly too large. Given the desirability of this land to developers, there is a clear risk that permission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell's own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan."

Changes Sought

All allocations should be withdrawn because they are premature (need not yet established) and because alternatives to Green Belt development exist. However if some or all of the allocations are confirmed (which we completely oppose) then the plan should be amended to ensure that no more than the specified numbers of houses will be permitted (e.g. by reducing site areas or other stipulations).

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of: our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5305

Comments

"Object to the allocations in Policies PR6a, 6b, 7a, 7b, 8 and 9 for the reasons given in our objection to release of Green Belt land (see objection to PR3). All of these sites contribute to the purposes of the Green Belt and should not therefore be removed from it. Other Green Belt Sites rejected by the Council. We also explicitly support the Council's rejection of other sites in the Green Belt considered at the options stage for the same reasons. Policy 10 : Woodstock Allocation. In the case of Policy 10, the site is on the edge of the Green Belt, and would impact on its openness. It would also be an excessive and disproportionate extension to the small historic town of Woodstock particularly when considered in addition to the adjacent site provisionally allocated in the draft West Oxfordshire Local Plan (currently under examination) for 300 houses. Due to wide-spread concerns raised at the hearings, the Inspector has asked West Oxfordshire District Council to conduct a heritage impact assessment of this site given its proximity to a World Heritage site. Cherwell should have conducted a similar assessment, taking into account the cumulative impact of the proposed development. Woodstock town is not within the Cherwell boundary but nevertheless, Cherwell has a duty to seek to protect historic Woodstock from inappropriate development and we consider it is not reasonable or sustainable to locate 410 extra houses in this area to meet Oxford's unmet housing needs."

Changes Sought

All allocations should be withdrawn because they are premature (need has not been established) and because alternatives to Green Belt development exist.

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of: our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

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|------------------|------------|-------|-------|---------------|---|--|---|---|
| PR-C-1403 | 10/10/2017 | Vicky | Aston | Sport England | Y | | Y | N |
|------------------|------------|-------|-------|---------------|---|--|---|---|

5189

Comments

Sport England welcomes the Council's references throughout the document and policies requiring developers to include open space, outdoor sport and recreation. However, Sport England is concerned that the Council has yet to publish its evidence base in relation to playing fields and outdoor sports provision and built sports facilities. The Council will need to ensure that all of the new development contributes towards indoor and outdoor sports facilities in the District. The Council's evidence base will help frame this work. Sport England also recommends that the Council includes a requirement for applicants to include a statement demonstrating how their development has met the 10 principles included in Sport England's Active Design document. See Section 3 of the document 'how to use Active Design' and the proposed change.

Changes Sought

Sport England recommends that the Council consult Sport England at the earliest opportunity on the preparation of the Playing Pitch Strategy. Sport England suggest the following text could be included in the policies to support Active Design: PR5 (10) Provide evidence of how the development has improved the health and well being of new residents by demonstrating how the proposals will meet the 10 Active Design Principles set out in Sport England's guidance document 'Active Design' <https://www.sportengland.org/facilitiesplanning/active-design/>

Reasons for Participation

Proposed Submission Plan - Policy PR10 - Land South East of Woodstock

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| PR-C-1424 | 10/10/2017 | Jon | Waite | RPS Group | N | N | N | Y |
| 4329 | <p>Comments</p> <p>Expresses concerns over the Plan's proposed allocation on 'Land South East of Woodstock'. The concerns relate to the potential impact on a historic town and a World Heritage Site and the lack of joint working between Cherwell District Council and WestOxfordshire District Council. The site is allocated for 410 dwellings and several supporting facilities. The site adjoins theboundary of West Oxfordshire but what is not made clear is that the adjoining area is also a housing allocation for 300 dwellings in West Oxfordshire's emerging Local Plan under Policy EW1c. Furthermore, West Oxfordshire's Local Plan makes two additional allocations at Woodstock making a total of 1,080 new dwellings around the edge of this unique and historic town. Of even greater concern is that 710 of these dwellings (including the Cherwell allocation) are adjacent to the World Heritage Site of Blenheim Palace. It is not clear what studies have been carried out by the Council to support this allocation. When the West Oxfordshire Local Plan was Examined in Public earlier this year, the Council were heavily criticised by the Inspector for not carrying out a Heritage Appraisal on its allocations at Woodstock to consider the allocation's impacts on the town's historic environment and the setting of the World Heritage Site. There is nothing to suggest that this Council has carried out a similar appraisal for the Land South East of Woodstock allocation. The local economy for Woodstock relies heavily on tourism. This is acknowledged in the West Oxfordshire Local Plan. Such a high level of development in and around a town which is famed for its historic character is likely to impact on this trade. Moreover, a joint planning application was submitted to West Oxfordshire and Cherwell Councils in 2014 (ref: 14/02063/OUT) for a mixed-use development on this combined site. The application was unanimously refused by Members in September 2015. The refusal stated: "The scale and layout of the site as a whole in relation to Woodstock would represent a disproportionate and inappropriate addition to the town." It is unclear what has changed since this application was refused by both West Oxfordshire andCherwell Councils. The two allocations combined would still represent a disproportionate and inappropriate addition to the town. Believes that the Council should be looking for suitable alternatives to the Land South East of Woodstock allocation.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>The points raised are complex and need to be discussed with the Inspector in a public forum.</p> | | | | | | | |
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4576 | <p>Comments</p> <p>Supports the allocation of sites at Begbroke, Yarnton & Woodstock. Our comments on the details of these policies are more brief as the physical links with the city are more limited (although the economic links with Begbroke & the University of Oxford as part of the 'Knowledge Spine' are clear and strong), however we welcome the delivery of sustainable transport links into neighbouring communities & onwards into Oxford to provide access to employment, services & facilities.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1441 | 10/10/2017 | Katherine | Jones | Savills on behalf of Thames Water | | | | |
| 4603 | <p>Comments</p> <p>Woodstock STW does not currently have the capacity to accept the flows from this development, however a growth project for this site has been highlighted for inclusion within our PR19 plans for the next AMP period, though these plans have not yet been finalised. The wastewater network capacity in this area may be unable able to support the demand anticipated from this development. Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required, where, when & how it will be delivered is required. The detailed drainage strategy should be submitted with the planning application. Thames Water advise that this development site could potentially drain to either Woodstock STW or Church Hanborough STW depending on the point of connection. In order for Thames Water to determine whether the existing sewer network has sufficient spare capacity to receive the increased flows from the proposed development, a drainage strategy must be submitted detailing the foul & surface water strategies. Details of any proposed connection points or alterations to the public system, including calculated discharge rates (pre and post development) must be included in the drainage strategy. If initial investigations indicate that the existing sewer network is unlikely to be able to support the demand anticipated from this development, it will be necessary for the developer to fund an Impact Study.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1445 | 10/10/2017 | Greg | Blaquiere | Terence O'Rourke Ltd on behalf of Vanburgh Unit Trust and Pye Homes Ltd | N | Y | N | Y |
| 4609 | <p>Comments</p> <p>The proposed policy is broadly supported, as the allocation of the site is considered to be entirely justified and effective. Further it represents sustainable development and is therefore consistent with national policy. The plan must be positively prepared andpositively seek opportunities to accommodate the development needs of the area. Given the housing need, and acute affordability issues in the area, as well as the lack of reasonable alternatives available, it is considered that this allocation is fundamental tothe soundness of the plan. In this regard, we would highlight that some of the alternatives said to be required include the removal of land from the Green Belt. This site, which features as a non-Green Belt alternative must be prioritised particularly as it is very well located in terms of the close proximity of major employment opportunities, services and Oxford City; as well as in respect of the excellent accessibility between them, whereby the strategic transport network, including road, rail and bus, and scope for cycling and walking, provides for sustainable patterns of movement. The site is deliverable and would provide sustainable residential-led development in accordance with the overarching vision and strategic objectives of the Proposed Submission Plan.Concerns with the soundness of the policy as drafted. Overall the policy criteria are considered to be excessively prescriptive. We have concerns that including 33 criteria (some of which have sub-criteria and several of which are covered by other existing Development Plan policies or would be a requirement for planning application validation) would be ineffective. They would provide an unjustified barrier to delivery, which would be inconsistent with national policy. The policy as drafted would restrict the development potential of the site, providing a barrier to the successfully delivery of this non Green Belt site and its optimal use. Detailed comments are made on specific policy points. A Transport Strategy and Proposed Site Allocation document have been submitted to support this representation.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>To elaborate on the points raised should it be deemed necessary.</p> <p>Proposals for development should be consistent with 1. Construction of at least 410 dwellings (net) on 16 hectares of land (the residential area as shown). The dwellings to be constructed at an approximate average net density of 30 dwellings per hectare2. Delivery of 35% of the homes as affordable housing as defined by the National Planning Policy Framework3. 3.1 hectares of land and financial contributions for a new primary school with at least2.2 forms of entry. The school buildings should be provided on site unless provision is made elsewhere and required education/sports facilities are instead provided in agreement between the Council, West Oxfordshire District Council and Oxfordshire County Council.4. Provision of a community facilities, formal sports facilities, play areas and allotments, areas for nature conservation and woodlands accessible by the community.5. Protect the setting of the Blenheim Palace World Heritage Site, the Grade 1 Registered Park and Garden and the Blenheim Villa Scheduled Ancient Monument, their settings and influences on the historic, built and natural environments, avoiding significant levels of harm.6. Provide safe, efficient and secure points of vehicular access and egress from and to existing highways and provision of appropriate connections for vehicles, pedestrians and cycles within the site and towards Woodstock Town7. Development that enhances the built and natural environment and provides a green infrastructure that responds to the local historic context and secures biodiversity gains8. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement.9. The application shall include an Employment, Skills and Training Plan to be agreed with the Council10. A layout, design and appearance for an extension to Woodstock that responds to the internationally and nationally significant heritage of the Blenheim Palace World Heritage Site, the Grade 1 Registered Park and Garden and of Woodstock town. An approach that is fully integrated and connected with, the existing and planned built environment, which maximises the opportunity for walking, cycling and wheelchair use, which provides for a development that is integrated with a high-quality green infrastructure and sensitive landscape setting, that fully protects the setting of the WHS and the Blenheim Villa Scheduled Ancient Monument and which greatly enhances the eastern built-up edge of Woodstock."</p> | | | | | | | |

Proposed Submission Plan - Policy PR10 - Land South East of Woodstock

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| PR-C-1448 | 10/10/2017 | Janine | Saxton | Woodstock Town Council | | | | N |
| 5843 | Comments | | | | | | | |
| <p>HIGHWAYS AND PLANNING ASSESSMENT - EXECUTIVE SUMMARY - The local highway network links via the A44/A4095/A4260 interchanges close to and including Woodstock are already and demonstrably running at 85% -95% of their full operational capacity at peak times. It is Woodstock Town Council view that Cherwell District Council (CDC) have not provided any up to date evidence by way of traffic or planning assessment relating to the Environment based on the forecast transport requirements of existing riparian residents and businesses likely to be affected by additional planned housing and industrialisation around Woodstock using the A44 transport corridor. Nothing relevant appears in the CDC local plan. Nor has additional traffic likely to be generated by such forecast development been factored into either of these plans. Through various standard traffic assessments using robust vehicle trip rates, this Assessment demonstrates that the existing highway infrastructure or local area cannot be expected to cope with any significant new development without substantial and seemingly unbudgeted expenditure. There is no clearly defined timetable or delivery mechanism within the CDC local plan that further demonstrates the processes or procedures for delivery of any reasonable form of sustainable transport solution that would significantly reduce the traffic generation growth effects on this link. The predicted modal shift of around 15% as highlighted in the Connecting Oxfordshire Strategy are optimistic and, without any background evidence to substantiate this figure, it is difficult to accept this as a realistic objective. It is reasonable to conclude following this Assessment including all the current planning applications in place within the CDC area close to the A44 and indeed any associated traffic issues on the A40, that there will be significant transport or highway related reasons why the proposed development allocations should not be encouraged unless infrastructure, sustainable transport provision and realistic planning policies are fully identified, committed and delivered by the developers and local authority. At this stage of the local plan proceedings there is no realistic adopted transport policy in place with regards to safeguarding traffic management and highway improvements; the Highway Authority are at present in the process of appointing consultants to determine exactly what is required. There are no longer grants from central government and therefore the delivery relies on developers. The current CIL levels in the Town Council's opinion are not set at prerequisite level to provide these vital improvements. Great care must be taken when relying on CIL; in many cases developers state that any improvement is financially unviable because of the level of affordable housing that has to be provided. It is clear from all current traffic flow data that the additional predicted developments, in the absence of a sound and tested planned policy, will have a serious impact on the network and without significant improvement, the additional traffic effects caused by new development must be classed as 'Severe' as outlined in the NPPF. The representation is supported by a Heritage Impact Review and a Transport Congestion and Local Plan Policy Proposals Review/Assessment.</p> | | | | | | | | |

Changes Sought

Reasons for Participation

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| PR-C-1448 | 10/10/2017 | Janine | Saxton | Woodstock Town Council | | | | N |
| 5235 | Comments | | | | | | | |
| <p>HERITAGE IMPACT ASSESSMENT - EXECUTIVE SUMMARY - Woodstock is a small market town to the north-west of the city of Oxford. The current settlement has c 1500 houses and c 3000 residents. Housing allocation plans published by Cherwell and West Oxfordshire District Councils would add a further 1080 houses on the south-east, east and northern edges of the town, all on prominent gateway sites into the existing urban core. Such a dramatic increase would inevitably have a substantial impact on the historic town in many ways, such as traffic, infrastructure and services. This report addresses issues specifically relating to the site's rich cultural heritage. It contends that the proposed developments either will cause or have the potential to cause moderate impacts individually on the town and its heritage assets. In a few cases impacts are likely to be moderate to high. The cumulative impact of all four developments (or combinations of them) would be moderate to high. This amounts to substantial harm as defined in the NPPF(paragraphs 132-3). The public benefits (including the conservation benefit claimed for the Blenheim Park Estate) do not outweigh the cumulative harmful impacts.</p> <p>The representation specific points of concern are that:</p> <ul style="list-style-type: none"> •Any one of the sites, if developed as planned, would represent a substantial increase on current housing provision in Woodstock, and would involve the permanent loss of green space and agricultural land outside of the current settlement limits. This would harm the character and heritage significance of the town. •The cumulative harm of any more than one site being developed would be exponentially greater than any individual impact. •The combined effects of WODC site EW1c and CDC site PR10 would be a particular concern, as they would represent a very substantial development extending well beyond the current limits of the town into open fields, with permanent loss of vital open space and agricultural land. This would represent the loss of a crucial buffer zone between Woodstock and London Oxford Airport. The effect would be a virtual merger with Kidlington, as the airport would be all that lay between them. •All four sites are on important gateways into the historic town. WODC site EW1c and CDC site PR10 lie on the south-eastern approach along the A44, while WODC site EW1e is on the northern approach along the same road. These are the main routes into and out of the town. WODC site EW1d is on the Banbury Road, a route in from surrounding villages. The fields are currently open agricultural land, part of an important green buffer zone around the settlement. Housing development will create a new hard edge instead of green space, and will be particularly damaging on the A44 approaches. •All of the fields either contain known archaeological sites or have such sites in their immediate vicinity. It is possible that further important remains exist within the fields. This issue has not been addressed adequately in the current proposal documents. •DC site PR10 contains the Blenheim Roman villa, a Scheduled Monument designated (and thus protected) because of its national archaeological importance. The site has been excluded from the development area, but new housing within the field would harm its setting. Furthermore, it is known that associated Roman remains extend well beyond the •Scheduled area into other parts of the field. Some of these remains lie within the area currently identified for development. Potentially associated remains also exist in the neighbouring WODS site EW1c, again within areas identified for development. •There does not appear to have been any coordination between the two district councils over their development proposals. This is surprising given that these two site are contiguous, thus exacerbating cumulative impacts should both sites go forward for housing development. <p>The representation is supported by a Heritage Impact Review and a Transport Congestion and Local Plan Policy Proposals Review/Assessment.</p> | | | | | | | | |

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0035 | 01/08/2017 | Ian | King | Bladon Parish Council | Yes | Yes | No |
| 40 | Comments | | | | | | |
| <p>The residents of the Parish of Bladon are concerned with the traffic volumes impact on Bladon. 1. Volume of traffic on A44 and Bladon roundabout. 2. Volume of traffic passing through village via A4095. 3. Pollution caused by increased volume of traffic. 4. Effect of traffic on the World Heritage site of Blenheim.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0044 | 08/08/2017 | Mrs M A | Read | | | | N |
| 55 | Comments | | | | | | |
| <p>No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0045 | 08/08/2017 | Patricia | Hook | | | | N |
| 60 | Comments | | | | | | |
| <p>No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0048 | 07/08/2017 | Mr S | Beckett | | | | | | N |
| 67 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0049 | 09/08/2017 | David | Meara | | | | | | N |
| 72 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0050 | 09/08/2017 | Lee | Gumbrell | | | | | | N |
| 77 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0051 | 07/08/2017 | Huw | Morgan | | | | | | N |
| 82 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0052 | 06/08/2017 | Melanie | Snelling | | | | | | N |
| 87 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0053 | 08/08/2017 | Ora | Sapir | | | | | | N |
| 92 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0056 | 08/08/2017 | Mr C | Norridge | | | | | | N |
| 102 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0057 | 09/08/2017 | Philip & Rebecca | Cobden | | | | | | N |
| 107 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0058 | 06/08/2017 | Nigel | Francis | | | | | | N |
| 112 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0059 | 09/08/2017 | Fleur | Yerbury-Hodgson | | | | | | N |
| 117 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0060 | 10/08/2017 | Michele | Lodge | | | | | N |
| 122 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0061 | 07/08/2017 | S | Hooker | | | | | N |
| 127 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0062 | 11/08/2017 | Jane | Gould | | | | | N |
| 132 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0063 | 12/08/2017 | K R | Fuller | | | | | N |
| 137 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0064 | | G | Hellman | | | | | N |
| 142 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0069 | 12/08/2017 | Shaun | Waine | | | | | N |
| 152 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0071 | 14/08/2017 | D | Rudd | | | | | |
| 156 | Comments | | | | | | | |
| Objection to using Kidlington Greenbelt land. Daily walks with dog on the Green Belt areas would be a great loss of pleasure. The villages do not have the infrastructure to support this expansion without serious loss of standard of services delivered (Schools / Roads / Doctors). Traffic gridlock already very bad, which will only increase and cause increased noise and air pollution. If this is not stopped now-where will it end, not until all the countryside habitat is gone. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0072 | 14/08/2017 | M F | Fawcett | | | | | N |
| 159 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0073 | 14/08/2017 | Mr & Mrs | Williams | | | | | N |
| 164 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0074 | 14/08/2017 | Tony | Gregory | | | | | N |
| 169 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0075 | 14/08/2017 | Vivienne | Brucker | | | | | | N |
| 174 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0076 | 14/08/2017 | Joan | Davies | | | | | | N |
| 179 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0077 | 10/08/2017 | Edmund | Isanski | | | | | | N |
| 184 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0078 | 14/08/2017 | Mrs E | Witchelo | | | | | | N |
| 190 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0079 | 12/08/2017 | Trevor | Elford | | | | | | N |
| 194 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0082 | 17/08/2017 | B J | Wintour | | | | | | N |
| 201 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0083 | 17/08/2017 | Mrs F M | Berry | | | | | | N |
| 206 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0084 | 17/08/2017 | Mrs M | Leach | | | | | | N |
| 210 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0085 | 17/08/2017 | Adrian | Smith | | | | | | N |
| 215 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0086 | 17/08/2017 | C & E | Rogers | | | | | | N |
| 220 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0087 | 12/08/2017 | Mrs D | Innes | | | | | N |
| 225 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0088 | 06/08/2017 | Petr | Stepan | | | | | N |
| 230 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0089 | 16/08/2017 | Margaret Middleditch | Middleditch | | | | | N |
| 234 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0090 | 14/08/2017 | S | Kerry | | | | | N |
| 239 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0091 | 11/08/2017 | Mr & Mrs C | Dabney | | | | | N |
| 244 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0095 | 12/08/2017 | L | Brennan | | | | | N |
| 252 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0096 | 17/08/2017 | Mr N & Dr J | Donoghue & Broderick | | | | | N |
| 257 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. We also strongly object to PR11 - the infrastructure plan. Traffic on Oxford Road, A40 and A44 is already at a standstill most mornings, and new houses on this scale with no real infrastructure improvement is not viable. It will leave Kidlington and Yarnton gridlocked 7am-10am and 4pm-7pm, sacrificing air pollution and the wellbeing of residents. We will continue to object until a more reasonable plan is published. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0096 | 17/08/2017 | Mr N & Dr J | Donoghue & Broderick | | | | | N |
| 259 | Comments | | | | | | | |
| We very much understand pressure to build new houses, given the national and local shortage. However, we strongly object to PR3 building on GB land, and green countryside was a big decision maker for us moving to this area. Aside from the proven health benefits of green spaces, building on GB sets a precedence and it will never be reclaimed. There are brownfield/non-GB areas around Oxford that would not pose the problem. Also strongly object to PR11. Traffic on the Oxford Road and A44/A40 is already at a standstill most mornings. New houses on the scale proposed is not viable and will leave the area gridlocked. Air pollution and well being of residents will be sacrificed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0097 | 21/08/2017 | Margaret | Smith | | | | | N |
| 262 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0098 | 21/08/2017 | Michael | Clapson | | | | | N |
| 267 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0099 | 19/08/2017 | Margaret | Grain | | | | | N |
| 271 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0100 | 18/08/2017 | Kenneth | Clarke | | | | | N |
| 276 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0101 | 22/08/2017 | Mr D | Norris | | | | | N |
| 281 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0102 | 21/08/2017 | D | Burns | | | | | N |
| 285 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0103 | 14/08/2017 | Anne | Hine | | | | | N |
| 290 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0104 | 19/08/2017 | A | Wood | | | | | N |
| 295 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0105 | 19/08/2017 | B & J | Boffin | | | | | N |
| 300 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0106 | 20/08/2017 | Ellen & Dan | Fallows | | | | | N |
| 305 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0107 | 20/08/2017 | Mr Jeffrey | Lyes | | | | | N |
| 314 | Comments | | | | | | | |
| The infrastructure component of this Plan could hardly be more vague. There is no real assessment of need, no costings, no ideas. A sound plan cannot be an invisible one. This is ineffective. Conclusion: This is a plan flawed from concept, so no amount of "tweaking" could make it sound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0109 | 22/08/2017 | Liam | Robbins (& Family) | | | | | N |
| 322 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0110 | 14/08/2017 | Lisa & Mark | Smith | | | | | N |
| 327 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0111 | 21/08/2017 | Jean W S | Moir | | | | | N |
| 332 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0112 | 21/08/2017 | Ian | James | | | | | N |
| 337 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0113 | 18/08/2017 | Mr & Mrs William | Snyder | | | | | N |
| 342 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0114 | 23/08/2017 | Abby | Thomson | | | | | N |
| 347 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0118 | 22/08/2017 | D J | White | | | | | N |
| 355 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0119 | 30/08/2017 | Ailsa J | Allen | | | | | N |
| 360 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0120 | 29/08/2017 | Fiona | Garratt | | | | | N |
| 365 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0121 | 24/08/2017 | Michael | Winterbottom | | | | | N |
| 370 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0122 | 25/08/2017 | Stella | Maidment | | | | | N |
| 375 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0123 | 23/08/2017 | K | Palowska-Benda | | | | | N |
| 380 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0124 | 24/08/2017 | Mrs Lauren | Wellard | | | | | N |
| 385 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0125 | 24/08/2017 | Martin & Pamela | Palmer | | | | | N |
| 390 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0126 | 23/08/2017 | Mrs Audrey | Archer | | | | | N |
| 394 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0127 | 18/08/2017 | S | Byles | | | | | N |
| 399 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0128 | 25/08/2017 | Tracey | Wyse | | | | | N |
| 404 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0129 | 25/08/2017 | Mr A C | Bunce | | | | | N |
| 409 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0130 | 22/08/2017 | David | Sloan | | | | | N |
| 414 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0131 | 25/08/2017 | Fiona | Gibson | | | | | N |
| 419 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0131 | 10/10/2017 | Fiona | Gibson | | | | | N |
| 2310 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0132 | 24/08/2017 | Ms MA | Harwood | | | | | N |
| 424 | Comments | | | | | | | |
| Reason: No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0133 | 25/08/2017 | Mrs Mary | Laina | | | | | N |
| 429 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0134 | 25/08/2017 | Laura | Ugolini | | | | | N |
| 434 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0135 | 23/08/2017 | Henrietta | Batchelor | | | | | N |
| 439 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0136 | 16/08/2017 | Anthony | Gladstone | | | | | N |
| 444 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0137 | 23/08/2017 | Ann | Gladstone | | | | | N |
| 529 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0138 | 24/08/2017 | Mr J M | Ward | | | | | N |
| 534 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0139 | 19/08/2017 | Anthony | Lyne | | | | | N |
| 539 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0140 | 19/08/2017 | Mrs | Evans | | | | | N |
| 544 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0141 | 23/08/2017 | Mrs G P | Savin | | | | | N |
| 549 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0142 | 30/08/2017 | Mrs Christine | Howard | | | | | N |
| 554 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0146 | 30/08/2017 | Paul | Holmes | | | | | N |
| 567 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0147 | 06/09/2017 | J | Wilson | | | | | N |
| 572 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0148 | 04/09/2017 | Mr D J A | Hamblen | | | | | N |
| 577 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0149 | 31/08/2017 | Noel | Heaven | | | | | N |
| 582 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0150 | 03/09/2017 | Christine | Brooks | | | | | N |
| 587 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0151 | 22/08/2017 | Denise | McDonagh | | | | | N |
| 592 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0152 | 22/08/2017 | A & A R | Walton | | | | | N |
| 597 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0153 | 05/09/2017 | Sally | Hope | | | | | N |
| 601 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0154 | 05/09/2017 | Bethan | Gawthorne | | | | | N |
| 606 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0155 | 05/09/2017 | Melanie | Greene | | | | | N |
| 611 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0156 | 05/09/2017 | Mr Charles Henry | Pilcher | | | | | N |
| 616 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0157 | 10/09/2017 | Mr & Mrs N | Barrett | | | | | N |
| 621 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0158 | 10/09/2017 | E M & C G | Brooks | | | | | N |
| 625 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0159 | 11/09/2017 | Mrs Jan | Lyes | | N | Y | N | N |
| 450 | Comments | | | | | | | |
| The assumption that developers will pay for much of the necessary infrastructure and produce record amounts of 'affordable' housing will produce minimal infrastructure and not guarantee that the existing level of educational, health and social services will be maintained, let alone enhanced. Even if the infrastructure is deliverable, it is not up to the job. The plan should be re-written with GB land clearly a last resort, absolutely subject to approval at a future date when housing land occupation trends are clear and all available alternatives have been used. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The plan should be re-written with (1) the GB land clearly positioned as a last resort option, absolutely subject to approval at a future date when the trends of housing land occupation become more clear and only after using up all available alternatives (2) fresh and more up to date research data validated by objective peer review to justify the whole exercise i.e. a proven statement of Oxford's housing need (3) a much more convincing means of creating and funding 50% affordable housing of good and lasting quality (4) a more detailed and comprehensive examination of the infrastructure requirements of the new and existing communities together with proper costings and deliverable, adequate funding (5) a more thorough and credible examination of transport requirements and practical methods of satisfying those needs. | | | | | | | | |
| PR-C-0164 | | Margaret | Rockall | | | | | N |
| 632 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0165 | 14/09/2017 | Nicola & Ian | Timbrell & East | | | | | N |
| 637 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0166 | 18/09/2017 | Linda M | Tayler | | | | | N |
| 642 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0167 | 18/09/2017 | Tim | Butler | | | | | N |
| 647 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0168 | 18/09/2017 | C R | Swift | | | | | N |
| 652 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0169 | 19/09/2017 | Mrs M | Sammons | | | | | N |
| 657 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0171 | 22/09/2017 | Stephen Paul & Jacqueline Margaret | Dewhurst | | | | | N |
| 662 | Comments | | | | | | | |
| Object to Policy PR11. The infrastructure policy is unsound, there are no costs shown in the schedule, how are we supposed to get from A to B when already the highway system is gridlocked. Details provided concerning work and the need for car transport and the virtually impossible gridlocked roads. You propose to close Sandy Lane in Yarnton, why? We do not need another railway station, we have one at Oxford Parkway, this road is a much needed and used route into Kidlington. It is a vital road to get to customers there and villages afar. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0172 | 20/09/2017 | David | Bevis | | | | | N |
| 665 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0173 | 21/09/2017 | Tom | Phillips | | | | | N |
| 670 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0174 | 19/08/2017 | Jacqueline | Bevis | | | | | N |
| 675 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0175 | 21/09/2017 | Sue | Crisp | | | | | N |
| 680 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0176 | 18/08/2017 | R | Aust | | | | | N |
| 685 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0177 | 21/09/2017 | Philip | Hine | | | | | N |
| 690 | Comments | | | | | | | |
| There are no costs for this and no planning on how the congested highways will cope. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0179 | 21/09/2017 | William | Underhill | | | | | N |
| 695 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0181 | 20/09/2017 | Kevin | Newton | | | | | |
| 701 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0185 | 22/09/2017 | Sarah | Wood | | | | | N |
| 712 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0186 | 25/09/2017 | Mrs K | Bartlett | | | | | N |
| 717 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0187 | 22/09/2017 | Pauline | Steele | | | | | N |
| 722 | Comments | | | | | | | |
| Objection to the removal of land from the Oxford GB. The GB preserves open spaces that are much appreciated by local residents, protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The Plan is therefore not consistent with National policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0188 | | Mrs M | Cooper | | | | | N |
| 727 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0191 | | Trevor | Langrish | | | | | N |
| 735 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0192 | 25/09/2017 | Helen | Langrish | | | | | N |
| 740 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0193 | 23/09/2017 | Mr & Mrs | Lodge | | | | | N |
| 745 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0224 | 15/08/2017 | Andrew | Hadaway | | | | | N |
| 784 | <p>Comments</p> <p>Objects to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional traffic generated by these new houses and other developments planned and already in progress for the wider area.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | | | N Y |
| 820 | <p>Comments</p> <p>Very concerned about the implications of this development on existing infrastructure. On the basis of current evidence do not believe that infrastructure can be delivered to support this scale of development without adverse effects on both existing and new residents. Opposed to the proposed allocation of 1410 dwellings within the Parish, in part due to the impact on infrastructure. Notwithstanding this position, if development does go ahead have the following concerns: Health - Residents already experience major difficulty accessing doctors' surgeries and other health facilities with long waits for appointment times. Although there is mention of provision of health facilities it is unclear how this will be delivered whether this will be adequate for existing and new residents. Water supply – There is concern as to whether adequate water supply is in place to accommodate the additional demand from a further 1410 homes together with other proposed development in Cherwell. Note that the Oxfordshire Infrastructure Strategy Executive Summary states: "With regards to demand and supply forecasts for Oxfordshire area: under dry year average conditions identify a deficit from 2024/25 growing to 15 million litres per day (Ml/d) by 2040. Under peak conditions a deficit is forecast from 2019/20 growing to 33 million litres per day by 2040. This growing deficit is driven by the impact of population growth and climate change on groundwater sources and therefore a reduction in available deployable output for the resource zone. " The additional population resulting from the housing proposed will further increase this problem. Kidlington Centre- It is not evident how these proposals affect Kidlington centre. There appears to be little capacity to accommodate further premises in the centre. The proposals will cut off Yarnton from Kidlington. Yarnton would have a new centre and residents of new development to the south of Kidlington are therefore less likely to use Kidlington. Gosford and Water Eaton residents use Kidlington Centre to access services and facilities and therefore may be affected if the centre becomes less viable and the range of services is reduced. The District Council should consider how these proposals will impact on Kidlington centre and how it may be supported. Transport – Expressed concerns about transport infrastructure in response to Policy PR4. Given the high levels of congestion within the area have major reservations about the ability of the road network to cope with this level of development. It is not evident that funding is secured for necessary improvements and therefore the ability to make the changes needed is uncertain. Air pollution from increased traffic from this and other developments is an additional major concern. Affordable housing- Would reiterate our comments on Policy PR2. Whilst support the provision of affordable housing at the levels suggested, there are concerns about how this will be delivered and secured on a continuing basis. Believe that affordable housing should be equally available to local residents as to those from Oxford city. Policy PR11 as written sets out basic principles which we support however it does little to reassure the Parish that infrastructure will actually be delivered and evidence on development in other areas suggests that this will not happen.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Further detail and commitments are required to clarify how infrastructure will be funded and delivered. | | | The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision. | | | | |
| PR-C-0253 | 10/10/2017 | Layla | Moran, MP | | Y | Y | | N Y |
| 1987 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | In light of the Government's consultation on its new approach to housing assessment, Cherwell DC should halt the current process and reassess its figures before continuing. If or when the process does continue, housing development on this scale is not justified on Green Belt sites around Kidlington, Yarnton and Begbroke and alternative sites in the district should be reassessed. Local residents strongly express the view that should building happen on the Green Belt, it should be a last resort, meet local need, is fully supported by infrastructure and be affordable to the community. This plan meets none of these criteria. | | | In my role as Member of Parliament for Oxford West & Abingdon constituency, which includes Kidlington, Yarnton & Begbroke, it is my job to represent the views of my constituents at the Examination. | | | | |
| PR-C-0265 | 09/10/2017 | Ellis | Davies | | N | N | | N Y |
| 5553 | <p>Comments</p> <p>This policy is unsound and ill thought through. There are no shown costs or how it will be funded and from what sources. The current road infrastructure is very much congested and unable to cope without the addition of 4,400 houses. The statics supporting this is based on data that was presented in 2011. The data, itself, will be older than what is suggested. Using old data without including the additional traffic volumes and congestion puts all this into questionable policy status. Overall, I believe there is very little of actual evidence and access to real data should have been given and not hidden in various consultant reports. How is the public to have confidence when the crude data is not available? I feel this has not been positively prepared and justified. In Begbroke despite repeated requests it has been deemed that no pedestrian crossing is forthcoming despite the elderly are unable to cross the road safety. Many residents have to drive so as to get to the other side of the highway.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |
| PR-C-0280 | 22/09/2017 | Dr Chrishan | Thakar | | N | N | | N |
| 869 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it only sets out an approach. It is wishful thinking. No costs are shown and in most cases no source of funding is identified.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0281 | 21/09/2017 | Andrew | Grimley | | | | | N |
| 5065 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

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| PR-C-0282 | 16/09/2017 | Deborah | Davies | | | | | N |
| 5074 | Comments | | | | | | | |
| Objects to PR11 on infrastructure because it only sets out "an approach". It is poorly conceived, unposted & for most of this, no source of funding is identified. No thought has been given to how the area would cope with thousands more vehicles. The plan is not positively prepared. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0283 | 14/09/2017 | Samantha | Hayes | | | | | N |
| 5113 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0284 | 29/08/2017 | Mrs N K | Wallace | | | | | N |
| 875 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0302 | 21/09/2017 | Simon | Dackombe | Thames Valley Police | Y | Y | N | N |
| 894 | Comments | | | | | | | |
| The policy sets out the need to identify the necessary infrastructure deemed required to support and deliver the new housing. It is acknowledged by TVP that the list is not exhaustive, however given that the provision of "emergency services" infrastructure is identified in a number of the site specific policies it is respectfully suggested that this is reflected in this policy also. Table of projects attached to letter dated 07/01/2017. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Requested that "emergency services" are referred to in the Policy text where reference is made to other infrastructure providers - The Council's approach to infrastructure planning to contribute in meeting Oxford's unmet housing needs will be to ensure delivery by:1. Working with partners including central Government, the Local Enterprise Partnership, Oxford City Council, West Oxfordshire District Council, Oxfordshire County Council and other service providers to:(a) provide physical, community and green infrastructure(b) identify infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery2. Completing and keeping up-to-date a Development Contributions Supplementary Planning Document setting out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, emergency services health, flood defences and open space.3. Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, emergency services, health, social, leisure and community facilities, wastewater treatment and sewerage, and with necessary developer contributions in accordance with adopted requirements. | | | | | | | | |
| PR-C-0306 | 10/08/2017 | Anthony | Hall | | | | | N |
| 917 | Comments | | | | | | | |
| Key Delivery Requirements' on all these policies are nothing more than a fig leaf. It is perfectly obvious the developers will agree to some or all of them and then will renege on them. This always happens. 50% affordable housing will be thrown out of the window as it has been in Templars Square where 50% has magically transformed into 23%. Similarly, developers never actually deliver infrastructure like schools, community centres or roads that are wide enough. The 'Place shaping principles' in these policies are valueless: there are no measure by which they might be enforced. How can one tell, for example, whether an extension "responds to the 'gateway' location of the site". It's gobbledygook. PR11: This is completely empty. 'Working with partners' does not guarantee anything except that you have no control over the outcome. Nor does 'setting out the Council's approach'. Its all very well having the development proposals demonstrate that infrastructure requirements can be met - it does not mean they will be met. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0312 | 29/08/2017 | Sally | Harding | | | | | |
| 923 | Comments | | | | | | | |
| Objection and concern re Policy PR11 to build more houses for Oxford overspill. The roads are busy enough now without more traffic. Furthermore, they are not well-maintained and with additional use they will become even worse. Where will the money come from to improve them? An increase in population is unsustainable if the infrastructure is not in place before the development is completed. It's very difficult to get an appointment to see the doctor for example. So how this will improve if more people move into the area until there are more surgeries, doctors, nurses etc. Libraries, schools and shops will also be affected. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0316 | 01/08/2017 | Sandra | Cockburn | | | | | N |
| 929 | <p>Comments</p> <p>Objection to Policy PR11 on infrastructure because it really is unsound. More houses will result in more cars. New owners will want to use their cars - they'll have to because the houses being proposed are unlikely to be served adequately by public transport. Indeed, much of the public transport is already disappearing. There is no longer a bus service serving Horspath through the day, and it's only a few miles outside Oxford! Oxford is a small city with only three main river crossing points. As a result, the road infrastructure around Oxford is under a great deal of pressure. This will increase, bringing the city to grid-lock, and already scores of people from the far-reaches of Oxfordshire and surrounding counties are avoiding going into the City Centre for shopping etc. because of the severe traffic problems. If more houses have to be built, the road infrastructure must be improved first. One main artery into Oxford is the road between Kidlington and Cutteslowe, but it is served by only one lane going south and one going north. Don't forget, housing developments north and east of Oxford, e.g. in Bicester and Banbury, are also generating more traffic that is heading toward Oxford every day along little roads. It's not sustainable.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0318 | 19/08/2017 | Judy | Davies | | | | | |
| 955 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it is unsound. No funding sources are identified in the schedule. Strongly feel that this area is already over congested with traffic. Have a six mile journey to work in the morning, but it takes one hour to complete on a public bus, door to door. If driving, it would take even longer to commute. If cycling would not feel safe either on the roads or the cycle lanes shared with taxis and buses. Many experienced key workers such as myself, would be put off living in such places and prefer to leave and move to areas where it is easier to get to work, more pleasant to live in and be able to afford the rent or even buy their own property.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0319 | 04/09/2017 | Mrs Philippa J | Nelson | | | | | N |
| 942 | <p>Comments</p> <p>Objection on grounds of infrastructure. It is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. No indication of how the already congested highway network will cope with additional traffic from this and other planned developments.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0320 | 22/08/2017 | Dr Maria Carmen | Giraldez | | | | | N |
| 946 | <p>Comments</p> <p>Objection on infrastructure. No costs shown in policy. No source of funding identified. No indication of how the already congested highway network will cope with additional traffic from these new houses and other developments planned for the wider area.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0323 | 20/08/2017 | Chris | Moore | | | | | |
| 958 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | Y | Y | N | N |
| 4456 | <p>Comments</p> <p>GREEN BELT: Over the past 50 years or so the Kidlington Gap has been steadily eroded with a large part now earmarked for the northern Gateway development, and the remaining gap largely comprised of PR6a and PR6b. The Cherwell Green Belt Study by LUC in April 2017 judged that the level of harm in releasing these two sites would be high. Paragraph 80 of the National Planning Policy Framework sets out the five purposes of the GB in checking unrestricted sprawl, preventing towns merging, safeguarding the countryside, preserving historic towns and assisting in urban regeneration. PR6a and PR6b prevent Kidlington and Oxford merging, and the LUC report states that "this release would result in the A34 becoming the Green Belt boundary from the Northern Gateway up to Oxford Parkway station, leaving only the width of a single field to separate Oxford from Kidlington". and that the "physical prominence of the golf course makes it an important buffer feature on the urban edge...". Development of these sites would also damage the rural setting of an important City with a rich heritage of history, architecture and culture. Cherwell considers that the removal of these sites is justified by exceptional circumstances, but has failed to realise both the international importance of Oxford as a city and the likelihood of these homes providing for London commuters rather than Oxford. Cherwell has also failed to give proper consideration to other sites in its area that are not in the GB.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | <p>The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF and in particular the parts of the framework which apply to the Green Belt.</p> | | | | | | | |
| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | | | | N |
| 4460 | <p>Comments</p> <p>TRAFFIC CONGESTION AND POLLUTION: Oxford Road and other routes into Oxford are heavily congested at peak periods and an extra 1200 vehicles, together with a school located at the southern end of the PR6a site will exacerbate this. Other developments such as Northern Gateway will be a large employment site. Additionally, Oxford has poor air quality from traffic and has been designated an Air Quality Management Area. The Cutteslowe Roundabout regularly exceeds national and international Nitrogen Dioxide limits. The infrastructure changes proposed are not based on accurate and up-to-date information, and rely on unrealistic targets of people using bikes, buses and walking. They are also largely unfunded. PR11 is an approach and the plan is not positively prepared because it does not identify or provide for the required infrastructure.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | <p>The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF and in particular the parts of the framework which apply to the Green Belt.</p> | | | | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0341 | 10/10/2017 | Mrs Suzanne | Mclvor | | Y | Y | N | N |
| 4455 | <p>Comments</p> <p>UNMET HOUSING NEED': The figures put forward by Oxford City as unmet housing need are highly questionable, and Oxford City does not yet know how much of its 'unmet housing need' it can cater for as it has only just finished consulting on its Preferred Options and its Local Plan has not been prepared. It also continues to allocate land for employment and expects other authorities to meet its 'unmet housing need'. The Government's new method for calculating Objectively Assessed Housing Need suggests that Oxford has significantly over-stated its housing need. Cherwell's current proposals seem to have been produced with undue haste and this approach is not justified Site PR6a is adjacent to an area of GB land put forward for development by Oxford City, and neither council has considered or publicised the cumulative effect of both parcels of land being removed from the GB. The Councils have not demonstrated effective joint working on cross-boundary strategic priorities so these policies are not effective.</p> <p>Changes Sought</p> <p>The Cherwell Plan is fundamentally unsound and I suggest it should be rejected. Cherwell should re-start the process at a future time when the amount of housing needed has been realistically calculated. Cherwell should have due regard for the NPPF an in particular the parts of the framework which apply to the Green Belt.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0344 | 22/08/2017 | Prof John | Batchelor | | | | | N |
| 5294 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no sources of funding are identified. There is no indication of how the already congested network will cope with the additional vehicles from these houses and the other developments planned for the wider area. With regard to Kidlington in particular my objection to the proposal to add 4,400 houses is for all the reasons given above and in addition it should be noted that 4,400 houses represents at least 15,000 more people. The lack of provision for increase of schools and doctors surgeries and the lack of a plan to deal with the massive potential increase of traffic at the Northern Gateway all make the scheme wholly unacceptable. The Northern Gateway is already gridlocked in rush hours. If the proposal is approved Oxford city would actually actively damage the health and wellbeing of the inhabitants of the surrounding villages by dumping its traffic pollution in their communities.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0350 | 23/09/2017 | Dr M J | Wallace | | | | | N |
| 468 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0350 | 23/09/2017 | Dr M J | Wallace | | | | | N |
| 5067 | <p>Comments</p> <p>Policy only sets out 'an approach'. It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0354 | 15/08/2017 | Maura | Cordell | | | | | |
| 988 | <p>Comments</p> <p>Infrastructure and congestion - There are many potholes on Kidlington roads and we experience busy roads that are quite slow to go through the village at rush hour, the addition of a large number of extra residents and their vehicles will very much clog up the roads, result in poorer road surfaces due to increased usage.Road access - There is not space for large road expansion due to constraints of the canal and river Cherwell, so much of the proposals may well involve building on flood plans and produce a need for greater road access, however there is not much space to enable this to happen.Highway safety - Linked to above it will be more difficult to cross roads and maintain a safe environment for cyclists and pedestrians with much larger numbers of vehicles, particularly in areas such as the High Street.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0393 | 29/08/2017 | Miss Ruth | Johnson | | | | | N |
| 1029 | <p>Comments</p> <p>Objection made to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a justified or proven requirement and is unsustainable. Objection made to Policy PR3 to remove land from the Oxford Green Belt, we should not lose our Green Belt to meet Oxford's needs. The Green Belt preserves open spaces which are proven to benefit people and nature. The Government has stated that Green Belt is a permanent designation and therefore the plan is not consistent with National Policy. It is believed that the development cannot be guaranteed to provide truly affordable housing to the local community's young people and key workers, and that the vision of the council to make half of the development "affordable" will not be honoured due to previous developments failing to deliver this. An objection is also made to Policy PR11 on infrastructure because it is unsound. No costs are shown on the schedule. There is no indication of how the already congested roads will cope with the additional vehicles from these new houses and the other developments planned for the wider area. A further objection is made to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-0394 | 30/08/2017 | Caroline | Johnson | | | | | N |
| 1030 | Comments | | | | | | | |
| <p>Objection made to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a justified or proven requirement and is unsustainable. Objection made to Policy PR3 to remove land from the Oxford Green Belt, we should not lose our Green Belt to meet Oxford's needs. The Green Belt preserves open spaces which are proven to benefit people and nature. The Government has stated that Green Belt is a permanent designation and therefore the plan is not consistent with National Policy. It is believed that the development cannot be guaranteed to provide truly affordable housing to the local community's young people and key workers, and that the vision of the council to make half of the development "affordable" will not be honoured due to previous developments failing to deliver this. An objection is also made to Policy PR11 on infrastructure because it is unsound. No costs are shown on the schedule. There is no indication of how the already congested roads will cope with the additional vehicles from these new houses and the other developments planned for the wider area. A further objection is made to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0403 | 27/09/2017 | Todd | Huffman | | | | | N |
| 1041 | Comments | | | | | | | |
| <p>No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0405 | 11/08/2017 | Christopher | Haigh | | | | | N |
| 1051 | Comments | | | | | | | |
| <p>Object</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0428 | 14/09/2017 | Emma | Wright | | | | | N |
| 1085 | Comments | | | | | | | |
| <p>Objection on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. No projects to improve the already congested highway network and no indication of how this will cope with further capacity. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0434 | 09/08/2017 | Alan | Nottage | | | | | |
| 1094 | Comments | | | | | | | |
| <p>There are absolutely no viable plans in place to say how this area will cope with the increased traffic, pollution, and increased pressure on our services. Confident that the Cherwell District Council will fight this tooth and nail as there are too many negatives for the people that you represent.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0438 | 07/10/2017 | Jim | Briden | | | | | N |
| 1115 | Comments | | | | | | | |
| <p>Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0443 | 01/10/2017 | Linda | Browning | | | | | |
| 1123 | Comments | | | | | | | |
| <p>PR11 refers to infrastructure and services. There is no indication or detail of any increase in infrastructure to accommodate the building plans, nor any changes on the A44 Road to accommodate more traffic between the Frieze roundabout and the Cassington Road/Yarnton village roundabout where due to the railway line and canal bridge, widening of the road would not be possible. Also there are fields that regularly flood. Against the plans for building on the sites between Yarnton and Begbroke and onto the village of Kidlington over green belt land.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0443 | 10/10/2017 | Linda | Browning | | | | | N |
| 3188 | Comments | | | | | | | |
| <p>No indication or detail of any increase in the infrastructure to accommodate the building plans. No changes on the A44 to accommodate more traffic between the Frieze Way roundabout and the Cassington Road/Yarnton village roundabout where there is both a railway line bridge and a canal bridge, which restricts the widening of the road as it is and also there are fields which regularly flood.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0443 | 10/10/2017 | Linda | Browning | | | | | N |
| 3186 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0449 | 09/10/2017 | Lynne | Tighe | | | | | |
| 1130 | Comments | | | | | | | |
| There is no source of funding for most improvements. The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified. Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. This proposal does not contain measures which deal effectively with these issues. It is believed this proposal is not justified, and not effective and therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0452 | 04/09/2017 | Mary | Lunn | | | | | N |
| 2963 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0454 | 22/08/2017 | Hilary | Lord | | | | | N |
| 317 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0465 | 08/10/2017 | Colin & Sarah | Fletcher | | | | | |
| 1138 | Comments | | | | | | | |
| As a concerned resident of Yarnton an objection is made to the above plan on the grounds that the plan is not sound for the following reasons: Inadequate Infrastructure Provision: The transport measures proposed are inadequate to support the massive increase in the movement of people the number of dwellings proposed would generate. An enhanced bus lane on the A44 is insufficient for the increased vehicles generated by the houses. The existing transport infrastructure is struggling to cope with current demand from the villages and there is often a bottleneck between the Turnpike and Loop Farm roundabouts causing delays. The "Bus/Rapid Transit Function" that is proposed will be of no benefit to the residents of Begbroke and Yarnton as it will bypass them entirely. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0487 | 07/10/2017 | Brigadier M J F & Dr A R | Stephens | | | | | N |
| 1172 | Comments | | | | | | | |
| Objection on infrastructure. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested roads around the area will cope with the additional traffic. The switch of house construction to Frieze Farm would at least greatly reduce the construction transport on the Kidlington to Oxford Road at the critical junction with the car park and station traffic at Oxford Parkway. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0488 | 06/10/2017 | John | Pilgrim | | | | | N |
| 1229 | Comments | | | | | | | |
| The Council's infrastructure plans are not viable or thought through. None of the proposed transport and other infrastructure projects have been costed in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles. Traffic gridlock will be inevitable and air pollution will be much worse. Underfunded public services (schools and medical services) will deteriorate further. These issues are not addressed adequately in the submission. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0497 | 08/10/2017 | Philip | Towler | | | | | N |
| 1185 | <p>Comments</p> <p>CDC seems not to fully appreciate that the road network around Kidlington and north Oxford is already horribly congested, especially at peak times. Gridlock is common. CDC offers no plans for improving the local road network, even though building 4,400 new houses in the area would massively increase the number of additional vehicles on the roads. Traffic congestion and air pollution would be much worse. Further deterioration can be expected in the future even without the proposed new houses, since 22,000 houses have already been approved in the District, as well as 10,000 more houses to be built in other Districts just for the city's overspill. The Council seems to be content to rely wholly on people using public transport, cycling and walking. This is just wishful thinking. There should be proper planning measures requiring new infrastructure to be in place before any housebuilding commences. Instead, the Council has merely made vague references to possible future transport and other infrastructure projects, but no costs are shown in the schedule, and in most cases not even a possible source of funding is identified. Given the squeeze on local public finances, residents are entitled to be highly sceptical that any of these vague ideas will ever see the light of day. It is totally unsatisfactory and unacceptable for the Council to merely hope that developers will make some monetary contributions to infrastructure improvement once they have built the houses. Aside from the heavily overloaded road network, the capacity of public transport to alleviate the problems arising from the proposed developments is surely very limited. Whilst the bus services are currently frequent and there are bus lanes, at peak times their effectiveness is limited because either (a) the extreme congestion leads to the lanes being blocked (e.g. by traffic seeking to enter Kidlington roundabout) or (b) because there still exist bottlenecks where no bus lanes exist (north Oxford/Summertown). As for the trains, Oxford Station is too far from the centre of the City to be an attractive option for many commuters. Oxford Parkway was opened only two years ago, but appears already to have reached full capacity. Since most users of the station likely access it in their own vehicle, the proposed housing developments would further increase pressure on Oxford Parkway station, causing it to be less sustainable as a transport option. Not only transport but also other local infrastructure would inevitably be put under increased pressure were the local proposed developments to go ahead. Important public services have already experienced cuts in recent years, and these would deteriorate further with an increasing population. The administration of GP care has noticeably deteriorated in the last 3 years, without additional resources this can only get worse still.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0499 | 30/09/2017 | Alan | Oliver | | | | | N |
| 1190 | <p>Comments</p> <p>4. NOGC is a biodiverse landscape. Containing different tree species & 55 recorded bird species & pond life. The NPPF states this is important for health & wellbeing. It is much valued by locals. Land N of Cutteslowe Park is also important in this respect, changing the open nature the Parks. It is a well used facility. 5. The development will put further pressures on transport & other infrastructures. Seemingly funding bids for infrastructure are being made to cater for growth, but funding has not been secured. Growth shouldn't be approved until infrastructure can be provided & it's demonstrated that any proposed measures will be effective. Traffic in the N Oxford area is already severe. Work on the 2 roundabouts hasn't improved this. More housing will add to congestion & air pollution. Oxford has good public transport provision, but not all who work/live locally will use this. Increased housing & employment levels will add to congestion with its health implications. It will reduce Oxfords' attractiveness as a business location & place to live. Putting more housing & employment in this area cannot be viewed as sustainable. There are also severe existing pressures on other services including health and education.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Kidlington Gap retained.</p> | | | | | | | |
| PR-C-0499 | 30/09/2017 | Alan | Oliver | | | | | N |
| 1189 | <p>Comments</p> <p>1. The sites are on Oxford GB. GB's remain Govt. policy. Land between N Oxford & Kidlington is unique as it fully accords with the 5 GB purposes as per para 80 of the NPPF. GB's are designated to manage the location of new development, they would not exist were there not pressure to develop on them. Such pressures cannot be considered exceptional circumstances. As per para 84 of the NPPF there's no evidence of alternatives being considered i.e.. using allocated, undeveloped employment land in Oxford for housing & promoting employment growth outside Oxford, creating a better balance between where people live & work. Have the LA's co-operated in looking at alternatives? This land being GB also complies with para 81 of the NPPF. It is used for sport & recreation, is biodiverse & visually pleasing. 2. The identified housing needs rely on an outdated study which has never been independently assessed. Revised Govt. figures indicate a reduced requirement. It now seems there is no need to build on GB. Even if there is a need on this scale, it is a poor location to meet Oxford's needs, being adjacent to a London commuter rail line & in the expensive part of Oxford. The private housing will likely attract London commuters & wont provide affordable homes for people with jobs in Oxford. It is evident that many house buyers in N Oxford are those moving from London & continuing to work there. 3. Unsound in allocating NOGC for housing & not taking into account NPPF para 74. Understand NOGC weren't involved in discussions prior to this. NPPF Para 74 says existing sports facilities shouldn't be built on unless it assessed as surplus to requirements or replaced by equivalent or better provision. No such assessment has been made. NOGC, a well established & thriving club with 475 members & 3000 visitors p.a. Its clubhouse is used by the wider community. As a flat course, it is especially suitable for seniors. NOGC is needed. It is not sound practice to propose allocating land for housing & to carry out a retrospective assessment of the need for a golf course. We need this space for the health & wellbeing of locals. The land at Frieze Farm as a replacement GC, appears to be an afterthought. It is too small. Building a new GC on a similar sized site to NOGC would cause H & S issues unless mature trees were in all the right places. No indication shown on how it could be financed or developed. Apparently the landowners have stated to NOGC that they have no intention of providing another GC or providing the level of funds that would be needed. The mature landscape central to the current GC couldn't be replaced in reasonable time & therefore the 2nd criterion of para 74 cannot be met.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>The housing allocations in the Kidlington Gap should be removed from the Plan & the Green Belt designation of the Killington Gap retained.</p> | | | | | | | |
| PR-C-0500 | 30/09/2017 | Gill | Oliver | | | | | N |
| 1191 | <p>Comments</p> <p>1. The sites are in the Oxford GB. GBs remain Government policy. The Kidlington Gap land is in GB and fully meets all 5 of the purposes of GB set out in para. 80 of the NPPF. GB's are designed to manage the location of new development and would not exist were there not pressure to develop within them. The existence of such pressures cannot therefore be considered exceptional circumstances. There is no evidence (as per para 84 National Planning Policy Framework) that serious consideration and cooperation by local authorities has been given to alternatives such as using allocated and underdeveloped employment land in Oxford for housing and promoting employment growth outside Oxford to create a better balance between where people live and work. This land is also used positively for outdoor sport, recreations and has value for biodiversity and visual amenity. 2. The identified need is based on an outdated study and revised Government figures indicate a much reduced requirement. This is a poor location to meet Oxford's needs as it is adjacent to a commuter rail line to London and in the most expensive part of Oxford for housing. Therefore will likely cater for London commuters rather than provide the required affordable housing. 3. Para. 74 of the National Planning Policy Framework says that existing sports facilities should not be built on unless an assessment is undertaken showing it is surplus to requirements of replaced by equivalent or better provision. No such assessment as been made. It is understood that the Golf Club were not involved in discussions prior to the allocation. The Golf Club is well established, thriving club whose facilities are also used by the wider community. As a flat course it is particularly suitable for senior members. This facility is clearly needed for the health and well-being of residents. The allocated land at Frieze Farm as a replacement golf course is seemingly an afterthought with no indication of how it could be developed or financed. The mature landscape central to the current course could not be replaced within a reasonable timescale. This creates major health and safety issues and does not meet the second criterion of Para 74. 4. The golf course is valuable in terms of biodiversity and landscape, containing 25 different tree species and 55 regularly records bird species as well as pond life. There would also be a negative impact on the open nature of the land to the north of Cutteslowe Park. 5. Further pressures will be put on transport and other infrastructures. No funding has been secured for further infrastructure and growth should not be approved until it can be demonstrated that any proposed measures will be effective. It has been reported that the recent works on the 2 roundabouts have not improved queue times. More housing will add to congestion and air pollution, put pressure on health and education services, as well as reduce the attractiveness of Oxford. It is difficult to understand that putting more housing and employment in this area can be viewed as sustainable.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Housing allocations in Kidlington Gap should be removed from the Plan and GP designation of Kidlington Gap retained.</p> | | | | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0505 | 08/10/2017 | Charlotte | Christie | | | | | |
| 1201 | Comments | | | | | | | |
| Objection to Policy PR11 on infrastructure as it does not include any sources of funding to address the issues of highway network and local infrastructure for public services and is therefore not positively prepared. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0506 | 07/10/2017 | David | Blowers | | | | | N |
| 1204 | Comments | | | | | | | |
| Objection on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. No projects to improve the already congested highway network and no indication of how it will cope with additional traffic. Not positively prepared because it does not provided the necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0507 | 08/10/2017 | Bridget | Atkins | | | | | N |
| 1208 | Comments | | | | | | | |
| Objection on infrastructure because it has not been properly costed or funded. It is just an approach. No infrastructure plans will change the fact that there will be thousands more vehicles on the road. The place will be gridlocked - it is close to gridlock at times already. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0509 | 06/10/2017 | Laura, John & Benito | Wainwright | | | | | N |
| 1214 | Comments | | | | | | | |
| There is just not the infrastructure in place to cope with such a huge rise in population (from estimated 6000 household to some 10,400 - 70% increase). Kidlington's main road is already seriously congested and this increase together with other approved developments would produce traffic gridlock of nightmare proportions. Air pollution from thousands more vehicles would be a serious health hazard. Construction traffic and associated road works would produce chaos on the roads for years. There are no adequate measures in place to cope with this enormous increase in traffic. Other local infrastructure would be taken to breaking point; class sizes in schools would become unsustainable and the local health service is already under great strain and underfunded. Policy PR11 is inadequate as it only sets out an 'approach' with no costs shown and few sources of funding identified. It is not positively prepared as it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0510 | 08/10/2017 | Rachel | Walton | | | | | N |
| 1221 | Comments | | | | | | | |
| Objection on infrastructure as it only sets out "an approach" and does not provide for necessary infrastructure.. No costs are shown and in most cases no source of funding identified. No projects to improve already congested highway network for private vehicles or any indication of how it will cope with additionality. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | | N Y |
| 1255 | Comments | | | | | | | |
| Infrastructure Costs -These will be enormous and there is no plan where this funding will come from. It is doubtful if section 106 monies will suffice. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | | | | | |
| PR-C-0518 | 25/09/2017 | Zoe | Christodoulou | | | | | N |
| 1241 | Comments | | | | | | | |
| Objects to PR11, it is unsound & not positively prepared. There are no costings provided for the proposed infrastructure delivery, therefore it is likely that many of them will never be implemented. Traffic congestion is already appalling in Oxford, & one incident leads to traffic chaos. There is no indication of how the road network will cope with the additional traffic from new developments. The A34 already has major issues, primarily due to the volume of traffic connecting motorways. One incident leads to gridlock, & this happens regularly. Any infrastructure plan must include upgrading the A34 to motorway status. Rapid transport hubs are proposed further outside of the City. Why can't these be built first, then use some of the current P & R sites for building? This would not include Water Eaton P & R as this will be needed for Oxford parkway station car park when the proposed new homes are purchased by Londoners who will then commute into London. The 3 route tram rapid transport network is years away, if ever from being built. And this submission document admits it is not due to be delivered until 4 years after the homes are built. The traffic proposals also rely on a link road being built from the A44/A34 to connect directly to the A40. This has been proposed for many years but is no nearer to being built. All of the road improvements rely on the co-operation of Oxfordshire CC, whose highways department is at best, incompetent. Millions of pounds & 18 months wasted on "improvements" to 2 roundabouts in N Oxford, that have been shown not to have reduced journey times at all. There is little co-operation between the councils in Oxfordshire, they cannot even agree on who to join with for a unitary authority. I consider this policy to be unsound as it has not been costed, & relies on a different authorities to deliver it. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0522 | 07/10/2017 | Richard | Payne | | | | | N |
| 1269 | Comments | | | | | | | |
| Objection to policy PR11 on infrastructure because it is unsound. No costs are shown and no source of funding is identified There is no indication of how the already congested road network will cope with the additional vehicles from new homes and other developments. Oxford Parkway station, while an asset to the area has already increased peak time traffic and congestion. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0525 | 02/10/2017 | Lynne | Whitley | Yarnton Parish Council | | | | N Y |
| 1273 | Comments | | | | | | | |
| Bus lane improvement along A44 Begbroke to Loop Farm. The proposal is physically & financially impossible owing to the restrictive widths of railway & canal bridge crossings and the underpasses at Peartree Interchange. Further restricted by PR11a (p 167) cycle & pedestrian improvements along A44 between Bladon & Peartree roundabouts. This is a pipe dream & can't be used to justify large scale development adjacent to the A44 at Yarnton/Begbroke. The infrastructure proposals are not justified, not effective & is unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| As the parish Council representing a village that will be affected greatly by the proposed developments, we would like the opportunity to participate in the oral part of the examination. | | | | | | | | |
| PR-C-0536 | 06/10/2017 | Judith | Haverty | | | | | N |
| 1317 | Comments | | | | | | | |
| Objection on PR11 infrastructure because it is unsound. No source of funding for most improvements. Effects of other developments (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant, but as yet are unknown and unquantified. Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines, and there is no effective proposal to deal with these issues. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0537 | 06/10/2017 | Joan | Tossell | | | | | N |
| 1329 | Comments | | | | | | | |
| The Policy PR11 on infrastructure merely sets out "an approach" which is just pie-in-the sky wishful thinking in the absence of any surveys, costings or identification of sources of funding. There is nothing in this document which gives reassurance over the impact of this plan on an the existing rapidly rising housing costs, the already strained transport network or the already overstretched education and medical facilities in this community. As such it is ineffective and unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0543 | 03/10/2017 | Lynn | Pilgrim | | | | | |
| 1345 | Comments | | | | | | | |
| Strong objection to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. Already many working hours are lost to the county due to traffic problems causing delays due to a poor and inadequate transport network. The majority of people working in Oxford have to live in other counties or far away from the city because the local houses are unaffordable and unavailable. This increases traffic flows to the city. If more truly affordable housing was made available in Oxford for people working in the city fewer people would have to commute in daily. Surely this is a more sustainable option. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0544 | 02/10/2017 | Malcolm P | Hookman | | | | | |
| 1349 | Comments | | | | | | | |
| I object to POLICY PR 11 on the infrastructure as little or no costs and funding have been identified to adequately deal with the increase in traffic volume that building north of Oxford would inevitably cause. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0547 | 09/10/2017 | Hilary | Fletcher | | | | | N |
| 1358 | Comments | | | | | | | |
| Objects to policy on infrastructure. It is unsound. There is no source of funding for most improvements. The unknown effects of other developments in the area (Barton park, Wolvercote Papermill, Northern Gateway etc.) will be significant but not yet quantified. Congestion on routes from the N & W into Oxford is severe. Oxford is an air quality management area. Cutteslowe roundabout is a pollution hotspot with excessive NO2 levels. With Oxford Parkway & the rebuilding of Cutteslowe roundabout & their traffic queues, it is perceived emissions there have increased. No measures have been proposed to deal with this. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0548 | 09/10/2017 | Clive | McDonnell | | | | | N |
| 1364 | Comments | | | | | | | |
| Objects based on PR11 suggesting "an approach", which is in direct conflict with the recognition that the area already has high levels of car ownership & has serious congestion problems in key locations (pg. 13 of sustainability appraisal). There is a lack of adequate costings & funding's to assess effectively the viability of the proposal. On pg. 130-131, paras 8 & 12 refer to vehicular accesses & travel plans, whilst para 5.115, pg. 127 refers to as yet unfunded & unspecified transport improvements indicative of increased traffic problems. Whilst acknowledging the fact problems currently exist, it alludes to the fact that these problems will not be resolved on the already overloaded route. No consideration has been given to increased traffic levels currently experienced when Blenheim holds events, which currently causes disruption & will increase with the development. In PR9 it states 'Yarnton is well situated to take advantage of sustainable transport improvement', however the development is excessively disproportionate compared to the transport improvement. It is assumed that public transport, cycling & walking will reduce traffic levels, however it is reasonable to assume most households will have 1-2 cars, thus increasing pressure on the roads & pollution. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0553 | 09/10/2017 | Douglas | Williamson | | | | | N |
| 1372 | <p>Comments</p> <p>Objects to PR11. It is unclear how it will be funded & remains unposted. There are several pinch points for traffic flow between Oxford & Kidlington e.g. Sainsbury's & Cutteslowe roundabouts & Peartree interchange. Increasing the number of households dependent on this transport infrastructure to this scale would reduce traffic flow at peak times. The prediction of an increase in traffic density of slightly over 1% has been calculated by averaging it over a 24hr period, which is unsound as the policy in general.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0554 | 08/10/2017 | Lesley | Harding | | | | | N |
| 1379 | <p>Comments</p> <p>• There is no source of funding for most improvements. • The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown & have not been quantified. • Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area & Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. • This proposal does not contain measures which deal effectively with these issues.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0558 | 28/09/2017 | Mrs Caroline | Thompson | | | | | N |
| 1384 | <p>Comments</p> <p>• There is no source of funding for most improvements. • The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified. • Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. • This proposal does not contain measures which deal effectively with these issues.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0566 | 10/08/2017 | A | Watson | | | | | N |
| 2087 | <p>Comments</p> <p>No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | | | | N Y |
| 1443 | <p>Comments</p> <p>This policy as worded, is largely meaningless as it describes an "approach". It might as well say "We hope that the necessary infrastructure will be provided". The infrastructure schedule in Appendix 4 has no costs identified and very few sources of funding. Where funding sources and 'partners' are identified there seems to be an excessive reliance on developers. Without information on costs it is impossible to assess whether the proposed development will or will not be able to meet the contributions needed, bearing in mind the requirement for it to also subsidise 50% affordable housing. The policy is therefore not justified, not positively prepared and not effective. The projects listed in Appendix 4 do not include any significant proposals to increase capacity on the highway network, indeed it is possible that public transport improvements would reduce capacity for other vehicles. However, traffic movements are likely to increase substantially because many journeys cannot be made by public transport and there appear to be no proposals to cater for these additional movements. Furthermore traffic will also increase as a result of the developments planned for the other Oxford Districts, as well as that planned elsewhere in Cherwell. There is no evidence that this has been taken into account or catered for. Clearly this needs to be addressed at a wider spatial level than either the area covered by this plan or Cherwell District. The draft Oxfordshire Infrastructure Strategy is an attempt to do this, but this document admits to a historic deficit in infrastructure provision and shows that only £500million of the £9 billion of infrastructure funding deemed necessary has so far been identified. It seems highly unlikely that this gap will be bridged, so the plan will be ineffective as it can not be supported by the necessary infrastructure. Regardless of this, we consider that some of this infrastructure, particularly road building, would in itself be environmentally damaging to the Oxford GB, and we would not support it, even if it could be funded. Our argument remains that an overall spatial strategy for Oxfordshire is needed, including infrastructure provision, that is (a) based on realistic levels of growth and (b) directs much of that growth away from the city of Oxford, retaining the GB and protecting the historic city.</p> <p>Changes Sought</p> <p>The plan should be withdrawn and an overall and realistic spatial strategy for Oxfordshire developed, including infrastructure provision, that is (a) based on realistic levels of growth and (b) directs much of that growth away from the city of Oxford, retaining the GB and protecting the historic city.</p> <p>Reasons for Participation</p> <p>OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.</p> | | | | | | | |
| PR-C-0567 | 09/10/2017 | Dr Ian | Scargill | Oxford Green Belt Network | | | | N Y |
| 1444 | <p>Comments</p> <p>See reasons for participation</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.</p> | | | | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0570 | 08/10/2017 | B A | Hughes | | | | | N |
| 503 | Comments | | | | | | | |
| Believes the proposed submission to be unsound, not properly prepared, not justified and not effective. Objects to Policy PR11 on infrastructure because it is unsound and ill thought through. It is based entirely upon wishful thinking. The record so far in providing the necessary infrastructure is very poor. The whole area suffers from traffic congestion and pollution and this has not been alleviated by the £10 M changes to the Wolvercote and Cutteslowe roundabouts. The infrastructure needed to support even the current population is totally inadequate. Improvements to roads and reduction in traffic congestion need to be in place before any further development takes place. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0578 | 07/10/2017 | Clr Carmen | Griffiths | | | | | N |
| 1460 | Comments | | | | | | | |
| There is no Infrastructure Delivery plan - only a wish list as in Appendix 4. This is unsound and not acceptable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0592 | 07/10/2017 | David | Wintersgill | | N | N | N | |
| 1490 | Comments | | | | | | | |
| The improvement of transport infrastructure in the north Oxford / A44 / A4260 corridor areas. Huge costs involved and will attract further traffic and problems to exacerbate those existing now. How this can be funded and where the sources of this funding will come from. The present situation is already congested and the plans that have been put forward do not deal directly with cause of the bottlenecks – the need of building a dual carriage way from Yarnton to the Peartree roundabout which would involve the building of bridges over the railway and canal. Diverting traffic to use Kidlington direction into Oxford will only make matters worse. It is already congested and will lead to Kidlington have more air pollution and greater congestion than what it has now at peak time. The strengthening of Kidlington village centre related to sustainable transport improvements. Kidlington village centre is popular and satisfactory now. No explanation of exactly what is meant by strengthening – just another buzz word. Does not see how strengthening Kidlington when it already has more frequent buses and better routes in comparison to Begbroke and Yarnton. The issue is that there are too many buses running nearly the same time by different companies and hence at a low capacity. The journeys are punctuated with many stops so that the journey time into Oxford and hospitals is very poor. The problem lies with poor management of the transport policy. A better way of helping the communities, than to build in the greenbelt, is to have more structure transport policy that supports all the communities rather than the selected few. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0599 | 04/10/2017 | Imogen | English | | | | | N |
| 1500 | Comments | | | | | | | |
| Object to policy PR11 on infrastructure because it is unsound:• Traffic as a resident of Oxford is a daily challenge. Building on this gap will only contribute more cars to already overly congested roads. • Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. • This proposal does not contain measures which deal effectively with these issues. • Believes this proposal not justified and not effective and therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0606 | 10/10/2017 | Bryant & Margaret | Ambrose | | | | | N |
| 3392 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0606 | 10/10/2017 | Bryant & Margaret | Ambrose | | | | | N |
| 3396 | Comments | | | | | | | |
| Infrastructure of the area is wholly inadequate to support the proposed scale of development, not least in respect to increased traffic, which is already a serious issue. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0620 | 08/10/2017 | Alison | Haigh | | | | | N |
| 1540 | Comments | | | | | | | |
| Objection to PR11 on grounds they are unsound, not justified and not effective. Most important objection is removal of GB. This preserves open space used by local residents and others, providing necessary counteraction to urban air pollution. Government guidance states that GB is permanently set aside, providing a buffer against urban sprawl and preserving the distinct communities of Kidlington, Begbroke and Yarnton. The areas proposed for development should be preserved for the welfare of present and future generations, not sacrificed to Oxford's housing demands. Cherwell District Council has a duty to preserve the interest of it's own residents , not give in to pressure from Oxford and developers. PR11 is unsound because the roads could not cope with the additional vehicles from so many new houses. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0629 | 09/10/2017 | Mrs Rosie | Lodwick | | | | | N |
| 1554 | Comments | | | | | | | |
| Scale of development would clearly necessitate improvements to infrastructure. The road network to the north of Oxford is already over capacity. No evidence that funds for road improvements are actually available. Almost all of the funding is yet to be confirmed. Therefore the Plan is not deliverable and not effective. If funding is coming from developers this will only happen when the houses are sold. In the meantime there would be years of excessive road congestion even greater than currently exists. Development needs to be located so that traffic is channelled away from Oxford, not into it. In other words, development should be directed to areas outside the city and its neighbouring villages, to better, more sustainable locations beyond the GB. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| To make the Plan sound and effective, it should be deferred until the amount and time scale of the necessary funding for infrastructure improvements is assured. | | | | | | | | |

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| PR-C-0638 | 09/10/2017 | Peter | Bridges | | | | | N |
| 1567 | Comments | | | | | | | |
| <p>Objections as this is unsound because: No source of funding for most improvements. Effects of other developments are likely to be significant but are as yet unknown and have not been quantified. Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. No measures contained which deal effectively with these issues. Proposal is not justified and not effective and therefore unsound.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0640 | 05/10/2017 | Carole | Walton | | | | | N |
| 1573 | Comments | | | | | | | |
| <p>Objection on infrastructure as this only sets out "an approach". No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles created by this and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0641 | 09/10/2017 | Carole | Pack | | | | | N |
| 1579 | Comments | | | | | | | |
| <p>Plan does not provide a delivery plan for necessary infrastructure. Traffic congestion and air pollution will worsen. There are no projects indicated in the submission to improve the already congested highways and no indication of how they will cope with additional vehicles. No costs are shown and in most cases no source of funding is identified. Underfunded public services, already struggling, will deteriorate further; even longer waiting times to see a GP, rise in school class sizes in unsuitable accommodation. Teacher recruitment is already a problem in the area.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0646 | 09/10/2017 | Mr David | Somers | | | | | N |
| 1586 | Comments | | | | | | | |
| <p>Objection to PR11 on infrastructure because it is unsound: • There is no source of funding for most improvements. As with the Gateway project, therefore, the reality will be that buildings which are directly profitable to the developers WILL be done, but anything which seeks to reduce the negative impacts will be quietly dropped, leaving citizens with worse pollution and congestion and developers with profits. • The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified. • Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. • This proposal does not contain measures which deal effectively with these issues. • Proposal not justified and not effective and therefore unsound, mainly because no adequate provision to deal with extra traffic and pollution exists in these proposals.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0655 | 04/10/2017 | Patrick | Forsythe | | | | | N |
| 1616 | Comments | | | | | | | |
| <p>I object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0660 | 07/10/2017 | Carol | Matheson | | | | | N |
| 1635 | Comments | | | | | | | |
| <p>It has not been stated how the infrastructure will be improved to accommodate extra residents/housing. No costs/sources of funding have been identified. GP surgeries in Kidlington are already overbooked, there are concerns about water supply for the extra houses. High areas of pollution have not been addressed nor has attention been paid to current cuts in public transport. Should the Yarnton/Begbroke development go ahead, the through road to Kidlington will be closed. Residents outside Kidlington would no longer come and use the shops and services. Cherwell District Council needs to consider how to protect these services.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0664 | 08/10/2017 | Tom | Butler-Bowdon | | | | | N |
| 1641 | Comments | | | | | | | |
| <p>Objection to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0671 | 08/10/2017 | Matthew | Simpson | | | | | N |
| 1652 | Comments | | | | | | | |
| <p>Although the Review's emphasis on public transport is welcome and wise, it indicates only in the vaguest and most perfunctory terms how that will deal with the enormous strains which the foregoing schemes would impose upon the road system north of Oxford. Will the residents of the proposed housing not use cars? The Northern Gateway and the Wolvercote Paper Mill developments are already due to add a huge burden of traffic and associated noise and other pollution to the area.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0675 | 04/10/2017 | Gill | Davidson | | | | | N |
| 1659 | Comments | | | | | | | |
| Developments of this scale require a massive amount of infrastructure. The area is already choked with traffic and pollution. The £10 million spent on the Cutteslowe and Pear Tree roundabouts has proved to be totally ineffective in resolving the traffic flow problems. There has been no extra provision to cope with the increased traffic that will result from current ongoing developments, which will exacerbate the traffic issues. Policy PR11 is not positively prepared but relies upon wishful thinking! There is no evidence based on current developments that any infrastructure promises will come to fruition. If it is possible to improve traffic flow and get people using public transport and bicycles then why not do it now to resolve current problems? The plans are completely ineffective. Currently the roads in and out of Oxford are in such a bad state of repair that they are dangerous for cyclists. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | N |
| 1686 | Comments | | | | | | | |
| There is little evidence that Oxford City or County Council actually care about the infrastructure plans for this area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0690 | 08/10/2017 | David | Hemingway | | | | | N |
| 1701 | Comments | | | | | | | |
| Objection to policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. This is in addition to the extra traffic from the 22000 houses already approved elsewhere in the district. Existing evidence suggests that there are already high levels of pollution in the local area. Banbury Road and Bicester Road are often close to gridlock during rush hour, through Gosford and Kidlington. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0692 | 09/10/2017 | Mr Richard | Clarke | | | | | N |
| 1708 | Comments | | | | | | | |
| Objection to Policy PR11 on infrastructure because it only sets out "an approach". No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared, it does not provide a complete and costed plan for the necessary infrastructure, nor does it detail appropriate levels of control and accountability that will ensure its delivery. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0694 | 09/10/2017 | Elizabeth | McDonnell | | | | | N |
| 1713 | Comments | | | | | | | |
| Objection on the basis that it suggests "an approach", which is in direct conflict with the recognition that the area already has high levels of car ownership with serious congestion problems in key locations (stated on p.13 of the sustainability appraisal). Furthermore, there is currently a lack of adequate costings and funding to enable effective assessment of the viability of the proposed approach, with no confirmed source of funding for the approach. Therefore the proposed transport approach is not justified. The proposed submission plan p.130-131 paras. 8 & 12 refer to vehicular accesses and travel plans whilst para 5.115 p.127 refers to as yet unfunded and unspecified transport improvement indicative of increased congestion, car usage and travel times in the local area. The sustainability assessment acknowledges that serious congestion problems currently exist in the area and alludes to the fact that transport proposals are unlikely to address or resolve increased congestion issues on an already overloaded route, making transport proposals ineffective and not justified. No consideration has been given to the current impact and potential future impact on local residents of the combined effects of increased traffic levels when major events are held at Blenheim Palace. Residents currently experience extreme difficulty when events are held at Blenheim with significant waiting times to exit the village. The proposed scale of the development with resultant increased traffic levels is likely to result in total gridlock, with an unacceptable level of disruption to daily routine. Additionally, within policy PR9 it is stated that Yarnton "is well situated to take advantage of sustainable transport improvement" however, the scale of the development is disproportionate to and excessive in comparison to the proposed transport improvement approach. The plan has an inherent assumption that improved alternative travel methods (cycling, walking, public transport) will reduce traffic levels, despite the assertions of the sustainability report which alludes to increased car ownership levels within not just the area but across the county. This will increase pressure on the road network with increased delays and travel time for commuters, resulting in increased pollution levels and disruption for local residents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0695 | 07/10/2017 | Prof Roger | Davies | | | | | |
| 5424 | Comments | | | | | | | |
| Transport plans are complacent. Current congestion at peak periods is already amongst the worst outside London. The resulting air pollution is a serious hazard to health, especially to those living on major arteries. The proposal is to increase the housing stock by > 50%, no specific plans with deadlines are included to mitigate the huge additional traffic load that will be created by the new residents. The response in terms of queuing times to increased traffic load is non-linear, so the long wait already experienced at the 'Sainsbury's roundabout' & Peartree intersection could easily double or triple at peak times. The intervals of the day with significant congestion will also be significantly expanded. Other infrastructure, schools, surgeries, retail outlets, leisure facilities, etc. will all need to cater for a 50% increase in the population when they are already stretched well beyond their designed capacity. On both transport and other infrastructure the only rational approach is to increase capacity first BEFORE building more homes. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0697 | 07/10/2017 | Ioana | Davies | | | | | N |
| 1726 | Comments | | | | | | | |
| Strong objection to Policy PR11 relating to infrastructure. These are plans without funding. They are ineffective. The traffic problems for people who live in Kidlington, Yarnton and Begbroke are already horrendous. There are queues of cars, lorries and buses for hours both in the morning and each afternoon and evening. This causes pollution and increases respiratory illnesses in the population, particularly for children. GP surgeries are under enormous pressure. Waiting times for appointments can be up to 6 weeks. The communities could not cope with the proposed expansion. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0699 | 05/10/2017 | Mrs. J A | Burt | | | | | | N |
| 1732 | Comments | | | | | | | | |
| <p>Objection to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0700 | 03/10/2017 | Tony | Churchill | | | | | | N |
| 1737 | Comments | | | | | | | | |
| <p>Objection made to PR11 on Infrastructure because it only sets out an approach. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of the new houses and other planned development. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0701 | 03/10/2017 | Prof Margaret | Harris | | | | | | |
| 1741 | Comments | | | | | | | | |
| <p>Objection to Policy PR11 on infrastructure. No costs are shown and in most case no source of funding is identified. There are no projects to improve the already congested highway network and no indication of how it will cope with additional vehicles owned by the occupiers of the new houses.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0702 | 02/10/2017 | Angela | Knowlden | | | | | | N |
| 1744 | Comments | | | | | | | | |
| <p>Objection to Policy PR11 on infrastructure as it only sets out an approach. The plan is not positively prepared because existing infrastructure cannot cope with massive increases in vehicle numbers and there is no indication in the plan of how this will be dealt with. This massive development will impact hugely on the city ring road (A34) and the A40.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0703 | 29/09/2017 | Roger | Prince | | | | | | N |
| 1748 | Comments | | | | | | | | |
| <p>Consider that the proposed submission plan is unjustified and unsound for the reasons given in my specific objections. Object to Policy PR11 on infrastructure because it has little substance. The costs of the proposals have not been stated and, even if they had been, there is nothing to show how they will be funded. It is not in dispute that there are severe and chronic traffic problems in Oxford and to the north of the city. The long awaited "improvements" to the Wolvercote and Cutteslowe roundabouts on the A40 have, at best, had a very minor impact on traffic flow and this is mainly outside of peak times. As there are no other schemes on the horizon to reduce congestion, it follows that building another 4400 homes in the area, on top of the City's forthcoming vanity project at the "Northern Gateway" development in North Oxford, will only make matters much worse than they already are. Additional traffic will increase air pollution and may well have a detrimental effect on those residents already in poor health. In addition to the extra fumes, the increase in traffic noise will reduce the quality of life for everyone. This is such an obvious point but the plan misses it and does not provide for the necessary infrastructure. Has lived in Kidlington since August 1975 and in all that time, the volume of traffic in the village and surrounding roads has increased considerably, not least because there has been widespread residential development within the village, as well as increased commercial activity, without any additional access roads being built. Any improvement to the situation will be extremely difficult now, and the ill-judged approval of the application to put a Technology Park in Langford Lane will only make matters worse, but at the very least the position should not be exacerbated further by the approval of any more significant residential (or commercial) developments in and around Kidlington.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0704 | | Gitte | Kragh | | | | | | N |
| 1753 | Comments | | | | | | | | |
| <p>Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for the necessary infrastructure.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0705 | 08/10/2017 | Peter | Trowles | | | | | | N |
| 1756 | Comments | | | | | | | | |
| <p>Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0706 | 08/10/2017 | Mary & Paul | Layland | | | | | | |
| 1760 | Comments | | | | | | | | |
| <p>Object to Policy PR11 on infrastructure. We simply cannot take any more cars on the road in this area. It takes half an hour to commute 3 miles along the Banbury Road in term time. The recent upgrades to Cutteslowe and Wolvercote roundabouts have been an unmitigated disaster, despite taking 18 months to complete. My journey time has seen literally no benefit from this work. There needs to be a radical change to improve traffic in this area, and improvement in traffic needs to be seen before even thinking about adding so many more houses to the area. With GP waiting times currently around 3 weeks, also have serious concerns that local medical centres will not be able to take the strain of increased numbers, leaving all residents vulnerable.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0707 | 08/10/2017 | Julia | Trowles | | | | | N |
| 1763 | Comments | | | | | | | |
| Consider that the proposed submission plan is Unsound, Not Positively Prepared, Not Justified, and Not effective for the reasons given in my specific objections below. Object to Policy PR11 on infrastructure because it only sets out “an approach”. It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0708 | 09/10/2017 | Trevor | Campbell | | | | | N |
| 1767 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out “an approach”. It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0709 | 09/10/2017 | Victoria | Campbell | | | | | N |
| 1772 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out “an approach”. Is concerned at the lack of detail given in terms of funding sources. The plan is not positively prepared because it does not provide for necessary infrastructure. The route from Kidlington to Oxford is frequently heavily congested as it is, with a journey of around 5 miles taking sometimes up to an hour in rush hour by bus. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0710 | 27/09/2017 | Katherine | Pate | | | | | N |
| 1775 | Comments | | | | | | | |
| Consider that the proposed submission plan is Unsound, Not Positively Prepared, Not Justified, and Not effective for the reasons given in my specific objections. Object to Policy PR11 on infrastructure because no costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0711 | 08/10/2017 | Gary | Lancaster | | | | | N |
| 1779 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out “an approach”. It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0712 | 08/10/2017 | Sonia | Morgan | | | | | N |
| 1783 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out “an approach”. It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area, namely, 22,000 houses already approved elsewhere in the District by Cherwell District, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. The plan is not positively prepared because it does not provide for necessary infrastructure. If recent Government initiatives are to assist with the provision of this infrastructure we need to wait to hear what has been allocated to the County before we accept a sprawl of 4,400 new homes around Kidlington. Works locally and knows from daily commuting experience just how often a small traffic incident can generate excessive congestion over a much wider area right now, because of the existing overload on local roads. More homes without appropriate additional infrastructure can only make the situation much worse. Air pollution will inevitably worsen due to thousands more vehicles on our local roads. It is outrageous that so little attention is being paid to the public health effects of these proposals. Exposure to high levels of some traffic related air pollutants affects the development of children’s lungs and as the information from London illustrates, impacts annual death rates. There should have been a full study of the impact of the accumulative proposed housing expansion on local air pollution before putting forward these housing plans. Therefore I believe the plan has not been positively prepared. Further, construction traffic and road works will add to the chaos for years while such concentrated development around Kidlington is put in place. It will be a long endurance test of traffic jams and increasing pollution – there is no quick fix to any of this. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0713 | 09/10/2017 | Elizabeth | Hallett | | | | | N |
| 1787 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out ‘an approach’. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. What plan is in place to take account of the problems that increased traffic will bring? For example, what new public transport lines will be introduced to combat the increase in the number of private vehicles? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0714 | 05/10/2017 | Mick | Wilton | | | | | |
| 1791 | Comments | | | | | | | |
| Policy PR11 The proposals for infrastructure are wholly inadequate. At the very least a new or vastly improved crossing of the railway and canal is required. This plan has not been thought out because it does not provide for the necessary infrastructure particularly because the estimate of the number of new vehicles in the area is poor. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0715 | 30/09/2017 | Dr Victoria | Slater | | | | | N |
| 1796 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out an 'approach' rather than a concrete reality. No costs are shown and in most cases no funding is identified. There are no projects to improve the already congested roads and no indication the highway network will cope with the additional vehicles related to the proposed new houses and other developments. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0716 | 04/10/2017 | Nicola | Barnetson | | | | | N |
| 1798 | Comments | | | | | | | |
| Object to policy PR11 on infrastructure because it is unsound: <ul style="list-style-type: none"> • There is no source of funding for most improvements. • The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified. • Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. • This proposal does not contain measures which deal effectively with these issues. • Believes this proposal not justified and not effective and therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0717 | 01/10/2017 | Pierre | Pazgrat | | | | | N |
| 1801 | Comments | | | | | | | |
| Object to policy PR11 on infrastructure because it is unsound: <ul style="list-style-type: none"> • There is no source of funding for most improvements. • The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified. • Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. • This proposal does not contain measures which deal effectively with these issues. • Believes this proposal not justified and not effective and therefore unsound. Further comments: There is already severe congestion in the area. What are the plans to improve the local road network? • Pollution wise All of Oxford is an Air Quality Management Area because of the high levels of nitrogen dioxide. Cutteslowe Roundabout is a pollution hotspot where Nitrogen Dioxide levels regularly breach international guidelines. • The proposal will result in more traffic in an already congested zone and I have not seen any strategy to deal with the future situation. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0718 | 01/10/2017 | Daniel | Walround | | | | | N |
| 1808 | Comments | | | | | | | |
| Ridiculous levels of congestion in Kidlington and does not believe it is correctly represented in the proposed plan. Has lived in Kidlington since 2008 and travel to work in central Oxford by bus, but over that time the commute time by bus has gone from 20-30 minutes in the morning, to a minimum of 40 minutes on a good day. Rep continues to explain worst commutes on different routes and modes of transport into Oxford. Considering that the road network is not able to cope with the level of traffic today and the proposed plans do not give any solid plans for improvement. Nor that recent "improvements" to Cutteslowe and Wolvercote roundabouts have had any impact on this. The plan is not positively prepared because it fails to provide the necessary infrastructure. Also the council has failed to show competence in addressing the existing problems in the area with recent road works, which further discredits the proposal plan. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0722 | 29/09/2017 | Steve | Handsley | | | | | N |
| 1814 | Comments | | | | | | | |
| The proposals for infrastructure to accompany the 4400 houses are sketchy. The submission acknowledges that the proposals are only "an approach". No costs are provided for the proposals and in most cases no source of funding is identified. The existing infrastructure is not able to cope with the existing commuter traffic in the area, let alone the commuter traffic from all the additional houses. In order to avoid the costs of additional infrastructure requirements in the area, Cherwell DC should go back to Oxford CC and request them to provide a much greater proportion of the unmet need within the Oxford CC boundaries, thereby reducing the future commuting needs. The lack of detail on proposed infrastructure in the submission shows that the submission proposal is not positively prepared. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0724 | 09/10/2017 | Stephanie | White | | | | | Y |
| 1820 | Comments | | | | | | | |
| Agrees that the transport infrastructure in this area needs to be improved. The roads into and around Oxford are already over-crowded; traffic conditions are so bad that rep choose to cycle into Oxford each day, rather than driving, even though the cycle path is unlit and littered with broken glass, mud and potholes. The extensive roadworks in the north of the city seem to have done little to improve the situation, and many bus routes have been discontinued in recent years, leaving people with no choice but to use their cars. However, the District Council's Transport Assessment has assumed that its model of urban commuting is being applied to an urban environment (i.e. 25% walk, 25% cycle, 20% use buses). This is not even close to the true situation (as described above – cycling facilities are poor and many bus routes have been discontinued); the bulk of the affected areas for PR8 and PR9 have a majority Red or Amber status, meaning that more strategic transport investment will be required to mitigate the impacts of development. Furthermore, the roads between the proposed developments and the centre of Oxford include a railway bridge, a canal bridge and many adjacent properties, meaning that any attempts to widen or otherwise adapt the roads will necessitate length road closures and cause major disruption to roads that are already congested. Thus, the proposed development is Not Sustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Proposed changes to the plans In light of the objections outlined above, I would suggest: <ul style="list-style-type: none"> reviewing the housing forecasts on which the current Local Plan is based. As mentioned above, the calculations used to make these forecasts have been revised recently and the number of new homes required has fallen as a result. looking to build on brownfield sites within Oxford itself. This would significantly reduce the impact on local transport infrastructure, and provide housing where it is actually needed. looking to build on sites closer to the main industrial areas of Oxford (namely the City Centre, Headington and Cowley); again, this would reduce the impact on local transport infrastructure and increase the likelihood that these houses would be bought by people working in Oxford rather than people looking to commute to London. | | | | I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector | | | | |
| PR-C-0725 | 29/09/2017 | John | Carr | | | | | N |
| 1824 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide the necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0726 | 05/10/2017 | Dagmar | Carr | | | | | N |
| 1828 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide the necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0727 | 10/10/2017 | Bridget | Davidson | | | | | N |
| 1832 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0728 | 08/10/2017 | Denis | Roger | | | | | N |
| 1836 | Comments | | | | | | | |
| Object to policy PR11 on infrastructure because it is unsound: - There is no source of funding for most improvements. - The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified.- Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines.- This proposal does not contain measures which deal effectively with these issues. - Believe this proposal not justified and not effective and therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0730 | 09/10/2017 | Monik | Rodger | | | | | N |
| 1841 | Comments | | | | | | | |
| Object to policy PR11 on infrastructure because it is unsound: - There is no source of funding for most improvements. - The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified.- Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines.- This proposal does not contain measures which deal effectively with these issues. - Believes this proposal not justified and not effective and therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0735 | 08/10/2017 | Christopher | Rogers | | | | | N |
| 1850 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out “an approach”. It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide the necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | | N |
| 5454 | Comments | | | | | | | |
| The Plan is not positively prepared or coherent: Policy PR11 only sets out an 'approach', where no costs are shown and in most cases no source of funding is identified. Any costs met by developer contribution are likely to displace developers' affordable housing obligation. Existing health centres are not marked on Figure 2 of the Summary Booklet, and notably little substantive information is provided about provision for what will be a huge leap in demand for primary care services. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | | N |
| 1857 | Comments | | | | | | | |
| Traffic. It defies logic and common sense to propose development plans based on an economic strategy that will hugely increase commuting to Oxford and as a consequence will necessitate massive and costly transport infrastructure works. Feeder roads (such as the A44 and A4260) are already gridlocked at rush hour, and the overall trend of traffic movement on all major roads is upwards, including a steady rise in the number of HGVs. Cherwell's forecast of traffic numbers is too low. At a conservative estimate, 4,400 new houses will add between 9,000 to 10,000 cars to our roads, plus associated delivery and trade vehicles together with the additional traffic from the large Upper Heyford housing development and planned development elsewhere in the District. It is unrealistic to believe that any transport plan can reduce or alleviate this huge increase in traffic, and Cherwell's transport proposals fail to convince. They rely heavily on a modal switch from car to public transport or cycling or walking, notoriously difficult to achieve, and in the case of cycling and walking only sustainable on a regular basis by the fit and able and those who choose to brave all weathers and the notoriously inadequate and incomplete cycle routes in and around Oxford which there is little scope to improve. The rapid transport bus routes planned through Kidlington will almost certainly be at the expense of Kidlington's tree lined verges, and if they are of limited stop (which is likely the case) will not provide a convenient or accessible service to a high proportion of Kidlington residents. There can be nothing 'sustainable' about 'sustainable movement corridors' as the A44 and A4260 are designated, only a huge increase in traffic. Both will be subjected to even heavier traffic from vehicles accessing the planned P&R off the Bladon roundabout, and in Kidlington's case from displaced traffic from the proposed Sandy Lane closure, as there is seemingly no public transport service planned between Kidlington, Begbroke and Yarnton. Nor does Cherwell indicate how the A44 and A40 will cope with the huge increase in traffic generated by developments PR8 and PR9 and the Northern Gateway, most especially the bottlenecks at the Pear Tree and Wolvercote roundabouts where recent road 'improvements' (such as reconfiguration of the two A40 roundabouts) have done little to ameliorate the situation. Unsustainable increases in traffic and air pollution. Both Oxford and its neighbours will suffer from massive increases in traffic and congestion, contravening a key sustainability challenge of Cherwell's Local Plan '... to reduce dependence on travel by car and to manage traffic congestion ...' (A25). Congestion on key entry roads and junctions, already a severe problem (even for buses) at rush hour, will worsen. Plans to introduce rapid transit bus routes, and workplace parking or congestions charges in Oxford itself, might reduce traffic volume and pollution in the City, but at the indefensible cost of displacing it to the neighbouring localities affected by the development plan. Kidlington already has one AQMA (Bicester Road) and air pollution will hugely increase elsewhere in the village and in adjoining villages, with health implications for residents and additional strains on the overstretched NHS. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0737 | 01/10/2017 | Pauline | Alvarez | | | | | N |
| 1864 | Comments | | | | | | | |
| Object to policy PR11 on infrastructure because it is unsound:• There is no source of funding for most of the proposed improvements. • The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified. • Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. • This proposal does not contain measures which deal effectively with these issues. Believe this proposal not justified and not effective and therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0738 | 02/10/2017 | Mrs Y | Thompson | | | | | N |
| 1868 | Comments | | | | | | | |
| Object to policy 11(a) Bus lane improvement along the A44 Begbroke to Loop Farm.This ‘proposal’ is physically and financially impossible owing to the restrictive widths of railway and canal bridge crossings plus the underpasses at Peartree Interchange. Further restricted by Project 11a (Page 167) being ‘cycle and pedestrian improvements along A44 between Bladon Roundabout and Peartree Roundabout’, the so called ‘Rapid Transit’ route along the A44 (only capable of funding if Government grants are forthcoming) is little more than a pipe dream and cannot be used to justify large scale housing development adjacent to the A44 at Yarnton and Begbroke. The infrastructure proposals are not justified, nor effective and the Plan is UNSOUND 18f – The closure of Sandy Lane to motor vehicles. (Page 123) -This road has long been recognised by Oxfordshire County Council as a key alternative route should there be problems on A44 or A4260. It’s importance is recognised even to the extent of providing winter maintenance (salting) during cold weather. The closure of an existing highway, a vital link between Yarnton and Kidlington, without providing a suitable alternative route is just not justified. The proposal is UNSOUND. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0759 | 10/10/2017 | Barry | Homans | | | | | N |
| 1912 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule, In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0774 | 10/10/2017 | Ailsa | Reid | | | | | N |
| 1956 | <p>Comments</p> <p>Object to the scale of the proposed housing developments in the Kidlington and Yarnton area. Aware that more housing is needed, spent several years hoping to find 'affordable' housing within Oxford, before deciding that this was not possible and had to buy elsewhere, with a lot of assistance from family. Does not think it is sensible that Oxford be allowed to dictate terms to the surrounding area, rather that it should be made to put its own house in order. Extremely alarmed by the plans to sacrifice Green Belt land for housing, in defiance of Government and Cherwell District Council's own policies. Not only will this permanently sacrifice open spaces to housing, it will set a precedent for further development. Particularly concerned by the possibility of development of land behind The Moors, Kidlington – this is a valuable open space much used by local people, and acts as a vital habitat reservoir for wildlife. It is particularly appreciated by the local deer herd – I have seen up to 14 visible at one time in a single space – but much smaller wildlife depends on this rarely cultivated land for winter food and shelter. A quick fix for Oxford's woes now will result in the loss of this amenity and habitat for ever. Much of the proposed development area is also low-lying and prone to flooding – new houses are already being built near Yarnton on floodplain land – with the rise in rainfall and extreme weather events this can only lead to more and worse flooding events. Building on this low-lying land will remove space which flood water could spread onto to prevent it from causing flooding further downstream in Oxford and other communities. Does not believe that there will be a meaningful amount of 'affordable' housing in the proposed developments. The Oxford area is bleeding talent at one end because young people cannot afford to live here, and increasing traffic at the other as those who can at least afford to live nearby commute in (aware of people commuting to Kidlington from Swindon, Didcot, and Aylesbury, despite relatively low wages by the area standards), and if situations such as that at Templar Square with just 20% of "affordable" units are allowed, this will not only continue but get much worse. Utterly astonished by the lack of plans to improve the road network. Traffic already regularly backs up well through Kidlington in the morning, and it only takes a single incident to cause major traffic problems through the area. Without major investment in infrastructure, the extra vehicles from the proposed developments will cause traffic chaos of the sort we have seen recently with the works at the Wolvercote and Cutteslowe roundabouts on a daily basis, clogging the Northern routes into the city, and causing gridlock on the roads feeding them. I know from long experience the effect this has on the A34 which is supposed to be a major transport artery bringing goods North and South across the country, but it seems is likely to become one huge traffic jam if these developments are allowed to go ahead. The growth in traffic they will cause is utterly unsustainable.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| 1969 | <p>Comments</p> <p>Support with amendments. The consortium welcomes the joined-up and comprehensive approach to the identification and delivery of essential infrastructure to support the development of the sites allocated in the A44 Corridor. This also reflects the recommendations of the National Infrastructure Commission's interim findings. In relation to element 3 of the policy however there must be acknowledgement that financial contributions to the delivery of these infrastructure items must be the subject to an upper limit that, if necessary, can be determined by a viability appraisal.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | <p>For some of the infrastructure requirements, for example those outside the extent of allocated sites and which serve a function that is beyond that strictly required by the development of the allocated sites, some form of alternative funding may be appropriate/necessary, for example funding support from central Government or one of its agencies. The Council should now proactively explore the availability of funding sources to support the delivery of the development strategy contained in the Partial Review in the event that the allocated sites on their own are unable to fully fund the range of infrastructure improvements referred to in the policy.</p> | | | <p>On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination.</p> | | | | |
| PR-C-0806 | 10/10/2017 | Liz | Pickering | Education and Skills Funding Agency | | | | |
| 5118 | <p>Comments</p> <p>The ESFA welcomes reference to working with central government as well as other service providers, maintaining an up-to-date SPD on developer contributions and requiring developments to demonstrate that they will deliver the infrastructure required. Please add reference to the ESFA as a relevant infrastructure provider and ensure the ESFA is among the service providers consulted on any revisions to the SPD and relevant evidence documents.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0809 | 02/10/2017 | Philip | Kemp | | | | | |
| 2197 | <p>Comments</p> <p>Objection to proposed new housing on Kidlington Green Belt. Kidlington would just become part of Oxford losing its identity. Not enough thought has gone into the infrastructure required (health facilities, schools and shops). Roads will not cope with extra traffic, already bad enough. The need for more housing needs careful and sensitive planning. Oxford is off loading its responsibility onto Cherwell which is totally unacceptable.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | N |
| 2213 | <p>Comments</p> <p>Objection - The delivery of all infrastructure and in particular off site infrastructure is critical to such large scale proposals. Without fully costed funded and programmed infrastructure there will be a significant detrimental impact on existing/new residents. Plan is predicated on the basis that transport infrastructure will be by use of buses, cycling and a possibility of a station in Kidlington in addition to the station at Oxford Parkway. The planning authority cannot impose the use of public transport on residents - people will continue to use their cars to a degree. Leading to further congestion. The Infrastructure Schedule in appendix 4 provides a list of aspirations is largely unposted and the funders are largely 'TBC' despite the fact that the majority of the projects listed are referred to as critical. Recent bids for infrastructure funding in Oxfordshire have had a poor success and there is no confidence that the infrastructure delivery will happen as aspired to due to lack of funding.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | <p>There needs to be a comprehensive infrastructure delivery plan and a more robust framework for the delivery of the affordable housing.</p> | | | | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0814 | 07/10/2017 | David | Betts | | | | | N |
|------------------|------------|-------|-------|--|--|--|--|---|

2230

Comments

Objection - The delivery of all infrastructure and in particular off site infrastructure is critical to such large scale proposals. Without fully costed funded and programmed infrastructure there will be a significant detrimental impact on existing/new residents. Oxfordshire County Council proposals to deal with the existing transport are not yet delivered, it is concerning how this will be funded in the future. Developers will not be prepared to meet existing deficiencies in transport infrastructure. Plan is predicated on the basis that transport infrastructure will be by use of buses, cycling and a possibility of a station in Kidlington in addition to the station at Oxford Parkway. The planning authority cannot impose the use of public transport on residents - people will continue to use their cars to a degree. Leading to further congestion. The Infrastructure Schedule in appendix 4 provides a list of aspirations is largely unposted and the funders are largely 'TBC' despite the fact that the majority of the projects listed are referred to as critical. Recent bids for infrastructure funding in Oxfordshire have had a poor success and there is no confidence that the infrastructure delivery will happen as aspired to due to lack of funding.

Changes Sought

There needs to be a comprehensive infrastructure delivery plan. As well as a more robust framework for the delivery of the affordable housing, in view that this is one of the key objectives of the plan and unless this addressed the objectives will not be realised.

Reasons for Participation

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|------------------|------------|----------|---------|--|---|---|---|---|
| PR-C-0821 | 09/10/2017 | Caroline | Johnson | | Y | Y | N | N |
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2242

Comments

Cherwell's proposals if accepted would put an intolerable burden on local infrastructure. Local transport arrangements are already accepted to be under strain and recent improvements at Cutteslowe and Wolvercote roundabouts have been conceded to have underachieved. The existing infrastructure cannot handle current growth targets and the addition of 4,400 homes in the Kidlington area will exacerbate problems. There are no proposals to improve the local transport network and there is no funding to do so. There are unrealistic assumptions that a very high percentage of residents would use public transport, cycle or walk. The traffic modelling is open to question. It uses average data, this is nonsensical the road network needs to cope with peak flows. It has not taken account of the other developments which are planned and will generate traffic; developments cannot be assessed in isolation. With traffic comes pollution and Cutteslowe roundabout is already a pollution hotspot. Additional traffic should not be added to the network until there is a solution to the pollution. The plans need to ensure that there is adequate provision for public services to meet the growth in population. A single primary school is proposed as it would appear a token. Its proposed site at the southern most point of PR6a is bizarre given that the majority of developments would be in Yarnton and Begbroke and thus the school would be in the wrong place. The plans make no reference to the impact on secondary education, medical provision and other public services. The Cherwell process needs to pause, review its transport planning, work with Oxford City Council to model traffic from the whole city and then come forward with transport proposals which have prospect of funding. The impact on public services must be assessed and addressed. The current proposal is unjustified and unsustainable.

Changes Sought

The process should be restarted once the Oxford Local Plan has been completed and thus when any unmet housing need of Oxford is known. When Cherwell does this it should correct the errors made in this process and take account of the importance of the Green Belt and provide solutions which do not impact the Green Belt.

Reasons for Participation

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| PR-C-0822 | 09/10/2017 | Iain | Johnson | | Y | Y | N | N |
|------------------|------------|------|---------|--|---|---|---|---|

2249

Comments

Where is the coherent and effective plan for improving the infrastructure? North Oxford is already full of cars. The routes into and out of Oxford city are congested and polluted. Eighteen months of improvements have made the Wolvercote and Cutteslowe roundabouts safer but only marginally better for traffic. Unless the whole house buying population of the UK undergoes a radical change in behaviour overnight, adding 4000 medium and large houses will add at least 2000 cars to the road (and that's being generous about car ownership). Anyone who has queued between Kidlington and Oxford knows that we cannot cope now let alone with 2000 more cars. The infrastructure won't cope with this plan. There are no plans for local transport between Cutteslowe and Kidlington and no funding has been secured. Other countries in Europe have managed to shift whole populations to bicycle and public transport but it has taken decades and houses that have NO parking spaces with a transport plan for a whole city that favours public transport, cycling and walking. This plan is not comparable and to think people in these new houses will move away from car use is unrealistic. The way the traffic has been calculated is flawed. Average flows over 24 hours are useless when most people sleep through at least one third of those hours and most people move in just 4 of those hours, to and from work. (1440 people entering and leaving a shop over a 24 hour period is 1 person a minute. If all these people tried to get into the same shop between 07:00 and 09:00 that is 12 people a minute or 1 every 5 seconds. A wholly different proposition!. This plan will bring an intolerable increase in traffic and pollution. NOX levels at Cutteslowe roundabout regularly exceed international guidelines for human safety. This plan will increase those levels with a real risk to health. The plan has one primary school in it and its in the wrong place. Schools in Oxford are already full and secondary school provision is not in this plan. There are no plans for medical centres either. Relying on services following housing is wrong and the services will not happen. If Oxford City and Cherwell really want to provide housing for key workers, young people and families in Oxford then build in Oxford at high density without car spaces and invest in cycling and public transport. Nothing sort of a radical car free city will solve the pollution, traffic and housing problems.

Changes Sought

The local plan should be scrapped and started again when there is clarity about the ACTUAL unmet housing need and not just the desire of the city council, and Cherwell, to meet a figure they have made up based on discredited calculations. The plan should recognise that there is only one way to fix the traffic and pollution problem in Oxford and that is to remove cars and switch to less polluting public transport on a massive scale. A radical plan should take its inspiration from cities like Groningen in the Netherlands, Copenhagen in Denmark and even Bogata in Columbia. All of which have increased housing density inside the existing city boundaries and removed cars. They have given their cities back to their people while Oxford and Cherwell want to take our Green belt, remove the beautiful setting of Historic Oxford, increase traffic and pollution. The local plan should also recognise the importance of the Green Belt. The Green belt isn't an inconvenient anachronism to be discarded. It is essential to the wellbeing of the citizens of Oxford and surrounding towns and villages. It is evident that the UK government values its green belt more than this local plan does ... The Government national planning policy framework states that the Green belt exists to prevent urban sprawl, prevent neighbouring towns merging, safeguard countryside from encroachment, preserve setting and character of historic towns (such as Oxford!) and assist in urban regeneration (by forcing entities such as the Oxford city Council, the University and its colleges to consider land in the city for housing not more unnecessary jobs).

Reasons for Participation

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| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | Y |
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5026

Comments

Reference to OxIS is welcomed, this will provide valuable evidence on priority strategic infrastructure which we will expect development in the LPPR to contribute towards. The site specific policies should set out or refer to all the necessary developer contributions and infrastructure required. For example, the current site policy wording does not contain references to strategic highway contributions or public transport contributions. Whilst Policy PR11 (Infrastructure Delivery) and Policy PR4a: Sustainable Transport contain links to developer contributions, this could also be done by referring to the Infrastructure Delivery Schedule within each site specific policy.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0832 5033 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | | |
| Comments | | | | | | | | | |
| Content relating to public rights of way and access to the countryside is supported, in particular policy 4a (Sustainable Transport), 5 (Green Infrastructure) and PR1 1(Infrastructure Delivery) as they meet the aims of the adopted OCC Rights of Way Management Plan 2015-2025. Where development sites are crossed by public rights of way this can be addressed on a site by site basis as applications come forward. The Plan provides a reasonable amount of protection and potential for enhancement and mitigation. It also has the potential to significantly increase access for non-motorised residents and visitors which is fully supported. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0832 5054 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | | Y |
| Comments | | | | | | | | | |
| OCC request that the strategic sites allocated are exempt from any future Community Infrastructure Levy charging. This would enable S106 contributions to be collected in order to ensure the delivery of the key infrastructure. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0836 2270 | 09/10/2017 | Chris | Pack | | | | | | N |
| Comments | | | | | | | | | |
| Object to Policy PR11, the plan is not positively prepared because it does not provide a clear and detailed delivery plan for necessary infrastructure. This policy only sets out "an approach". It is wishful thinking. It does not address crucial issues about Traffic and Public services. Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. No costs are shown and in most cases no source of funding is identified. There is no reference to a potentially major issue with funding. That is that much of the land under consideration is in the ownership of Oxford University and some of its colleges. The issue here is that with their charitable status they may be able to avoid paying out Section 106 funding to CDC, There is then no clear delivery plan. Public services will get worse. Underfunded public services, already struggling, will deteriorate further: waiting times to for GP surgeries will be even longer and school class sizes will rise in unsuitable accommodation. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0842 5018 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y | |
| Comments | | | | | | | | | |
| Paragraph 5.143 notes the Council's work on CIL, producing a draft Charging Schedule. CDC are clear that a decision on whether to introduce CIL has not been made. Should CDC decide to implement CIL the Tripartite reserves its right to make further representations on how the Council should secure funds for infrastructure and how the infrastructure to support the strategic development site allocations such as Policy PR8 is brought forward. It may be more appropriate for infrastructure to be secured through s106 obligations. Such obligations can be negotiated at an appropriate level, underpin the viability and deliverability of the strategic sites and ensure that the right infrastructure is provided in the right place at the right time. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| None at this stage as the Tripartite reserves its right to make further representations once the Council has decided whether it intends to introduce CIL. | | | | | The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan. | | | | |
| PR-C-0842 5014 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y | |
| Comments | | | | | | | | | |
| The policy makes it clear that developer contributions will be sought in support of development proposals to fund transport, education, health, social, leisure and community facilities, wastewater treatment and sewerage. However, the Council does not comment on how developer contributions will be secured on sites where there are multiple land ownerships. This will need to be the subject of further negotiations. A comprehensive but, at this stage, outline list of proposed infrastructure requirements has been prepared by the Council and included within Policy PR8. The requirements are indicative at this stage (costs and funding streams) but set out what is likely to be required to support the development of the site over the Plan Period. Infrastructure requirements that relate to more than one "allocated strategic development site" will need to be considered within the scope of advice in the NPPF and apportioned on a pro-rata basis to each site. This will also need to have regard to the impact of the proposed development of each site and the appropriate phasing of infrastructure delivery to ensure that the infrastructure requirements are necessary to make the development acceptable, directly related to the development and fairly and reasonably related in scale and kind to the development. It is anticipated that the phasing, triggers and mechanisms for the delivery of these elements of infrastructure will be secured through S106 agreements agreed as part of the future development management process. It should be recognised that in some instances, early or advance provision of strategic infrastructure can be critical to the approval and successful delivery of strategic scale development. This may be delivered by the Council or may be funded and delivered by a developer. Where a developer has provided for infrastructure at the outset, then there should be a recognition in policy that any 'abnormal costs' associated with this provision can be credited against future planning obligations for the site. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Proposed changes suggested for Policy PR11. Additional points to add: 4. Where a developer delivers early infrastructure in advance of, or prior to, development then the 'abnormal' costs of this infrastructure provision will be credited against future planning obligations for the site. 5. It is essential that the contributions to infrastructure requirements are based on an equitable arrangement across the strategic development site. 6. Infrastructure requirements that relate to more than one "allocated strategic development site" will be considered against advice in the NPPF and apportioned on a pro-rata basis to each site having regard to the impact of the proposed development of each site and the appropriate phasing of infrastructure delivery to ensure that the infrastructure requirements are necessary to make the development acceptable, directly related to the development and fairly and reasonably related in scale and kind to the development. | | | | | The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan. | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0846 | 10/10/2017 | Alison | Noel | | | | | N |
| 2284 | Comments | | | | | | | |
| Object to policy PR11 on infrastructure because it is unsound:• There is no source of funding for most improvements.• The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified.• Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines.• This proposal does not contain measures which deal effectively with these issues.• Believe this proposal is not justified and not effective and therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0848 | 08/10/2017 | Plamen | Petroff | | | | | N N |
| 2289 | Comments | | | | | | | |
| Object to policy PR11 on infrastructure because it is unacceptable:- Infrastructure not ready to cope with the increased number of residents.- No appropriate measure taken to reduce:- Pollution in the area already above national levels.- Severe traffic on Banbury Road and Cutteslowe Roundabout.- Vibrations from traffic impact already families who live close to the road.- Not aligned to Oxford Local Plan. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Revise the Plan | | | | | | | | |
| PR-C-0850 | 10/10/2017 | Colin | Homans | | | | | N |
| 2293 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0851 | 10/10/2017 | Margaret | Homans | | | | | N |
| 2298 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0852 | 10/10/2017 | D | Homans | | | | | N |
| 2303 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0856 | 10/10/2017 | Anne | Clifton | | | | | N |
| 2315 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0857 | 10/10/2017 | Elaine | Oke | | | | | N |
| 2320 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0858 | 10/10/2017 | Katherine | Andrews | | | | | N |
| 2325 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0859 | 10/10/2017 | S | Wentzel | | | | | N |
| 2330 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0860 | 10/10/2017 | Daphne | Hampson | | | | | N |
| 2335 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0861 | 10/10/2017 | | Walker | | | | | N |
| 2340 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0869 | 03/10/2017 | Dr Peter | Amies | | | | | N |
| 2361 | Comments | | | | | | | |
| Objection to Policy PR6b, to build houses on the site of the North Oxford Golf Club and the related proposal to build a replacement golf course at Frieze Farm (PR6c). The land occupied by the North Oxford Golf Club is a mature and beautiful arboretum where people play golf and where people can walk using the designated footpath. The land has been cared for by the Club for 110 years. There are hundreds of mature trees and shrubs of many different types which also provide a rich wildlife habitat. In my opinion, it would be unforgivable environmental vandalism to tear all this up to build houses (530, I believe) when houses can be built in areas where such destruction is not needed. The related proposal to build a replacement golf course on the featureless land at Frieze Farm is, frankly, nonsense. There is absolutely no way that an equivalent golf course could be built on that land. It might be possible to build a flat and uninteresting 9 or 12 hole course but nobody would want to play on such a course. Also object on infrastructure grounds. I cannot imagine how the Banbury Road could cope with more traffic in this area. In summary, on environmental and infrastructure grounds, these related proposals are unsound, not positively prepared and not justified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0878 | 05/10/2017 | Tim | Davison | | | | | N |
| 2376 | Comments | | | | | | | |
| There is no source of funding for most improvements. • The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified. • Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. • This proposal does not contain measures which deal effectively with these issues. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0885 | 06/10/2017 | Don | Manley | | | | | N |
| 2387 | Comments | | | | | | | |
| Building between Oxford and Kidlington will make more traffic problems much worse, even with the use of bicycles and public transport. This is not a "sustainable" development. The issue of pollution has not been adequately addressed either. In general the whole plan is based on false promises and the pretty picture of rural life on the July 2017 Cherwell document is another bad joke, given that a green lung of Oxford is under consideration of destruction. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0892 | 10/10/2017 | Brian | Dempster | | | | | N |
| 2400 | Comments | | | | | | | |
| There is no significant provision for additional infrastructure. 4,400 homes = approx. 8,800 extra cars - and any consultant who believes otherwise is frankly deluded. Simply walk around any residential area in Oxford and count the number of cars on each drive at 7pm at night. The additional resources described in the plan amount to nothing more than vague words and aspirations around "sustainable transport". The harsh reality is that those 'key workers' that your document refers to, do not all work in Oxford City centre. Only a small minority of people will cycle or take more than 1 bus to work thus forcing a significant number of extra cars on to roads that are already massively congested at peak times. The document refers to a relatively small forecast increase in traffic 1.3 -1.4% but does not give further details of this rather questionable claim. Is this an overall figure for 24 hour period, does it cover the whole of Cherwell or just Kidlington? Frankly I find that questionable figures such as this seriously undermine the credibility of the plan. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0898 | 10/10/2017 | David | Burt | | | | | N |
| 2418 | Comments | | | | | | | |
| Object to PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with additional vehicles owned by occupiers of these new houses and other developments planned for this area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0900 | 10/10/2017 | Kieran | Brooks | | | | | N |
| 2425 | Comments | | | | | | | |
| Strongly object to Policy PR11 on infrastructure as it is fundamentally unsound. The schedule provides no costings & in most cases no identification of source of funding. There is no indication how already congested highway networks would cope with additional traffic that new houses and developments planned for the wider area (e.g. Northern Gateway) would generate. The ideas that people would rely on public transport, cycling and walkways are fanciful. Traffic surveys of existing roads & known bottlenecks (A4260 Kidlington roundabout, Stratfield Break, Banbury Rd roundabout, A44 Loop Farm roundabout, A34 junction {Peartree roundabout} and Wolvercote roundabout) alone indicates that adding several thousand vehicles to the area and the journeys generated will only exacerbate congestion and put more pressure on an already over-stretched road network. The proposals do not provide any evidence of the "sustainable travel opportunities" claimed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0902 | 14/08/2017 | Mrs Elizabeth C | Mills | | | | | N |
| 2431 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0903 | 14/08/2017 | HF | Way | | | | | N |
| 2436 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0904 | 12/08/2017 | Michael | Cavey | | | | | N |
| 2441 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0905 | 22/08/2017 | David | Elvidge | | | | | N |
| 2446 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0906 | 07/08/2017 | Patricia Ann | Heath | | | | | N |
| 2451 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0907 | 11/08/2017 | David G | Hitchens | | | | | N |
| 2456 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0908 | 11/08/2017 | Susan H | Booker | | | | | N |
| 2461 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0909 | 11/08/2017 | Mrs A P | Aust | | | | | N |
| 2466 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0910 | 08/08/2017 | J E | Cox | | | | | N |
| 2471 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0911 | 10/10/2017 | Mrs D | Harrys | | | | | N |
| 2476 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0912 | 08/08/2017 | Michael | Sims | | | | | N |
| 2481 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0913 | 07/08/2017 | Mr A | Leake | | | | | N |
| 2486 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0914 | 07/08/2017 | Moya | Hermon | | | | | N |
| 2491 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0915 | 06/08/2017 | Fred Paul | Brightmore | | | | | N |
| 2496 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0916 | 07/08/2017 | Mrs Patricia | Watson | | | | | N |
| 2501 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0917 | 07/08/2017 | Keith | Watson | | | | | N |
| 2506 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0918 | 10/10/2017 | Kelly | Balliu | | | | | N |
| 2511 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0919 | 07/08/2017 | Kevin & Natalie | Brownsill | | | | | N |
| 2516 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0921 | 14/08/2017 | Ursula | Dawson | | | | | N |
| 2526 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0921 | 14/08/2017 | Ursula | Dawson | | | | | | N |
| 2528 | Comments | | | | | | | | |
| Object to PR1a, PR3, PR11, plus unreasonable consultation process. Object to CDC failing to commission and examine an environmental report. It is NOT good enough to leave it to contractors. Strongly Object to CDC not representing the people of Cherwell and choosing to give into pressure from Oxford. Not acceptable. On your website you have 4 priorities; 1. Sound budgets & customer focussed council. You are ignoring the customer. 2. Thriving communities. You are intending to smash the community to pieces. 3. District of Opportunities. Letting Oxford City Council pressure you makes this a ridiculous statement. 4. Safe, clean and green. You are proposing lots of traffic, fumes, getting rid of Green Belt. Why are you proposing to do the opposite of what you state on you website are your priorities? | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0922 | 10/08/2017 | C R | Masters | | | | | | N |
| 2531 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0923 | 09/08/2017 | David | Barber | | | | | | N |
| 2536 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0924 | 07/08/2017 | Mr & Mrs M J | Brown | | | | | | N |
| 2541 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0925 | 08/08/2017 | Mrs S M | Atkins | | | | | | N |
| 2546 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0926 | 10/10/2017 | M C | Makepeace | | | | | | N |
| 2551 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0927 | 07/08/2017 | Moira | Robinson | | | | | | N |
| 2556 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0928 | 07/08/2017 | Michael C | Warmington | | | | | | N |
| 5386 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0928 | 07/08/2017 | Michael C | Warmington | | | | | | N |
| 2561 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0929 | 18/08/2017 | P | Newman | | | | | N |
| 2566 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0930 | 02/08/2017 | Michael | Pollard | | | | | N |
| 2571 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0931 | 08/08/2017 | Mr & Mrs D G | Nash | | | | | N |
| 2576 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0932 | 08/08/2017 | W L H | Horlick | | | | | N |
| 2581 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0933 | 11/08/2017 | Clodagh | Jakuborin | | | | | N |
| 2586 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0934 | 23/08/2017 | Jack | Li | | | | | N |
| 2591 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0935 | 24/08/2017 | A | Davenport | | | | | N |
| 2596 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0936 | 10/10/2017 | Sheila | Nichols | | | | | N |
| 2601 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0937 | 19/08/2017 | Anne | Sandy | | | | | N |
| 2606 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0938 | 07/08/2017 | Kate | Rendle | | | | | N |
| 2611 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0939 | 16/08/2017 | J | Hill | | | | | N |
| 2616 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0940 | 16/08/2017 | Felicity | Peacock | | | | | N |
| 2621 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0941 | 14/08/2017 | I | Lyne | | | | | N |
| 2626 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0942 | 11/08/2017 | Mrs B | Bellinger | | | | | N |
| 2631 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0943 | 19/08/2017 | Madelaine | Dempot | | | | | N |
| 2636 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0944 | 20/08/2017 | Ylber | Balliu | | | | | N |
| 2641 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0944 | 20/08/2017 | Ylber | Balliu | | | | | N |
| 2645 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0945 | 22/08/2017 | Sidney | Oretagu | | | | | N |
| 2650 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0946 | 19/08/2017 | Michael | Foster | | | | | N |
| 2655 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0947 | 19/08/2017 | Mrs Michele | Allen | | | | | N |
| 2660 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-0948 | 16/08/2017 | P E | Clayton | | | | | N |
| 2665 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0949 | 11/08/2017 | John | Holding | | | | | N |
| 2670 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0950 | 10/08/2017 | Mr R M | Gynes | | | | | N |
| 2675 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0951 | 10/10/2017 | Julia | Middleton | | | | | N |
| 2680 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0952 | 10/10/2017 | Mr & Mrs F A | Williams | | | | | N |
| 2685 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0953 | 06/08/2017 | S | Wells | | | | | N |
| 2690 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0954 | 09/08/2017 | Mr Martin | Long | | | | | N |
| 2694 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0955 | 17/08/2017 | M | Blake | | | | | N |
| 2698 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0956 | 13/08/2017 | Margaret | Russell | | | | | N |
| 2075 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0957 | 17/08/2017 | Erdogan | Mustafa | | | | | N |
| 2079 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0958 | 19/08/2017 | Jane | Brooks | | | | | N |
| 2083 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0960 | 10/10/2017 | Mr & Mrs P | Bray | | | | | N |
| 2702 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0961 | 11/08/2017 | Miss S P | Moores | | | | | N |
| 2707 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0962 | 06/08/2017 | J M | Bicknell | | | | | N |
| 2711 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0963 | 11/08/2017 | R | Hardwick | | | | | N |
| 2716 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0964 | 10/10/2017 | C K | Peddy | | | | | N |
| 2721 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0965 | 24/08/2017 | Nicky & Patrick | Forsythe | | | | | N |
| 2726 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0966 | 25/08/2017 | Mrs J D | Spacksman | | | | | N |
| 2731 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0967 | 29/08/2017 | A W | White | | | | | N |
| 2736 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0968 | 30/08/2017 | Jane | Green | | | | | N |
| 2741 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0969 | 10/10/2017 | Kim | Weitzel | | | | | N |
| 2746 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0970 | 31/08/2017 | G M | Brooke | | | | | N |
| 2751 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0971 | 08/11/2007 | Mrs Claire | Ring | | | | | N |
| 2756 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0973 | 31/08/2017 | Dr Guy | Harrison | | | | | N |
| 2766 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0973 | 08/10/2017 | Dr Guy | Harrison | | | | | N |
| 1923 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out an 'approach' rather than a concrete reality. No costs are shown and in most cases no funding is identified. There are no projects to improve the already congested roads and no indication of the highway network will cope with the additional vehicles related to the proposed new houses and other developments. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0974 | 22/08/2017 | Mrs Pamela | Lampard | | | | | N |
| 2771 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0975 | 24/08/2017 | Mrs J | Franklin | | | | | N |
| 2776 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0976 | 23/08/2017 | S P | Spacksman | | | | | N |
| 2781 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0977 | 23/08/2017 | R | Lewis | | | | | N |
| 2786 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0978 | 23/08/2017 | Mrs L | Gregory | | | | | N |
| 2791 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0979 2796 | 24/08/2017 | Mrs Margaret | Eynon | | | | | N |
| Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0980 2801 | 10/10/2017 | Ruth | Higginson | | | | | N |
| Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0981 2806 | 13/08/2017 | K | Middleditch | | | | | N |
| Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0982 2811 | 14/08/2017 | Paul | Blake | | | | | N |
| Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0983 2816 | 16/08/2017 | Mr & Mrs J & M | Smith | | | | | N |
| Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0984 2821 | 17/08/2017 | Trevor | Cuss | | | | | N |
| Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0985 2826 | 18/08/2017 | Jenifer | Beesley | | | | | N |
| Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0986 2831 | 19/08/2017 | Farimah | Zarrivi | | | | | N |
| Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0987 2836 | 20/08/2017 | Timothy Kenneth | Simmons | | | | | N |
| Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0988 2841 | 20/08/2017 | Mrs M | Simmons | | | | | N |
| Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0989 | 14/08/2017 | Heather | Field | | | | | N |
| 2846 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0990 | 17/08/2017 | Mr & Mrs G J | Barrett | | | | | N |
| 2851 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0991 | 07/08/2017 | P W | Harvey | | | | | N |
| 2856 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0992 | 21/08/2017 | Paul & Olga | Jones | | | | | N |
| 2861 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0993 | 19/08/2017 | R | Prowton | | | | | N |
| 2866 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0994 | 21/08/2017 | Mr M | Bennett | | | | | N |
| 2871 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0995 | 11/08/2017 | Marian | Adams | | | | | N |
| 2876 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0996 | 19/08/2017 | D | Grant | | | | | N |
| 2881 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0997 | 22/08/2017 | Mrs B M | Brown | | | | | N |
| 2886 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0998 | 12/08/2017 | Geoffrey | Ayres | | | | | N |
| 2891 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0999 | 13/09/2017 | Malcolm | Williams | | | | | N |
| 2896 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1000 | 20/09/2017 | Joan | Leech | | | | | N |
| 2901 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1001 | 06/09/2017 | Paul | Burgess | | | | | N |
| 2906 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1002 | 20/08/2017 | Peter & Amanda | Clarke | | | | | N |
| 2911 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1003 | 10/10/2017 | Mr & Mrs M J | Goodin | | | | | N |
| 2916 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1004 | 20/08/2017 | G W | McIntyre | | | | | N |
| 2921 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1005 | 21/08/2017 | Nicola | King | | | | | N |
| 2926 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1006 | 21/08/2017 | Mrs S | Amiralai | | | | | N |
| 2934 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1007 | 21/08/2017 | Chris & Diane | Hodgkins | | | | | N |
| 2939 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1008 | 17/08/2017 | Anita | Jackson | | | | | N |
| 2943 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

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| PR-C-1009 | 16/08/2017 | Mrs A | Emberton | | | | | N |
| 2948 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1010 | 20/08/2017 | James | Philpott | | | | | N |
| 2953 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1011 | 23/08/2017 | Tony | Norris | | | | | N |
| 2094 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1012 | 24/08/2017 | T | Norris | | | | | N |
| 2099 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1013 | 23/08/2017 | Reg | Bendall | | | | | N |
| 2104 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1015 | 03/09/2017 | Michael | Trinder | | | | | N |
| 2968 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1016 | 03/09/2017 | Christine | Trinder | | | | | N |
| 2973 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1017 | 17/08/2017 | Mrs | Newing | | | | | N |
| 2978 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1018 | 24/08/2017 | John & Maire | Walden | | | | | N |
| 2983 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1019 | 30/08/2017 | Mrs Janet | Jeffreys | | | | | N |
| 2988 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1020 | 31/08/2017 | Raymond | Suter | | | | | N |
| 2993 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1021 | 30/07/2017 | Jenny | Cooper | | | | | N |
| 2998 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1022 | 25/08/2017 | George | Wakefield | | | | | N |
| 3003 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1023 | 24/08/2017 | Ann | Ayris | | | | | N |
| 3008 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1024 | 24/08/2017 | Rodger | Ayris | | | | | N |
| 3013 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1025 | 08/08/2017 | Eileen | Bloomer | | | | | N |
| 3018 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1026 | 19/08/2017 | Mrs C L | Roberts | | | | | N |
| 3023 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1027 | 24/08/2017 | A A | Green | | | | | N |
| 3028 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1028 | 24/08/2017 | Mrs C | Green | | | | | N |
| 3033 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1029 | 24/08/2017 | Mrs S | Higgins | | | | | N |
| 3038 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1030 | 01/09/2017 | F L G | Ratford | | | | | N |
| 3043 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1031 | 24/08/2017 | David | Blackwell | | | | | N |
| 3048 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1032 | 11/09/2017 | Mr & Mrs | Mayling | | | | | N |
| 3053 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1033 | 17/09/2017 | Peter | Gough | | | | | N |
| 3058 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1034 | 15/09/2017 | Emma | Gough | | | | | N |
| 3063 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1035 | 18/08/2017 | Jo | Gough | | | | | N |
| 3068 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1036 | 18/09/2017 | Andrea | Van Rooyen | | | | | N |
| 3073 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1037 | 25/09/2017 | J P | McArdle | | | | | N |
| 2109 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1038 | 02/10/2017 | Mrs G | Honey | | | | | N |
| 2114 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1039 | 09/08/2017 | David | Payne | | | | | N |
| 2119 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1040 | 05/10/2017 | Dr J D | Priddle | | | | | N |
| 2124 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1041 | 05/10/2017 | Deborah | Quare | | | | | N |
| 3081 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1042 | 03/10/2017 | Rosemary | Werlinger | | | | | N |
| 3086 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1043 | 04/10/2017 | Beccy | McKenna-Jones | | | | | N |
| 3091 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1044 | 13/08/2017 | Dennis, Wendy, Steve | Richens | | | | | N |
| 3096 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1045 | 09/10/2017 | T J | Soanes | | | | | N |
| 3101 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1046 | 09/10/2017 | Tim | Madge | | | | | N |
| 3106 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1047 | 15/08/2017 | G E | Dunn | | | | | N |
| 3111 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1048 | 14/08/2017 | D | Pittick | | | | | N |
| 3116 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1049 | 15/08/2017 | Emma | Luo | | | | | N |
| 3121 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1050 | 18/08/2017 | Ann & Phil | Smith & Urquhart | | | | | | N |
| 3126 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1051 | 18/08/2017 | Robert | Bruce | | | | | | N |
| 3131 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1052 | 18/08/2017 | Mrs Elizabeth | Bruce | | | | | | N |
| 3136 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1053 | 17/08/2017 | TJ | White | | | | | | N |
| 3141 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1054 | 19/08/2017 | Sandra | Whitfield | | | | | | N |
| 3146 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1055 | 08/08/2017 | Barry | Hiles | | | | | | N |
| 3151 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1056 | 24/08/2017 | Mrs Valerie | Brennan | | | | | | N |
| 3156 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1057 | 10/10/2017 | S D | Rugg | | | | | | N |
| 3161 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1058 | 23/08/2017 | Mr & Mrs | Moore | | | | | | N |
| 3166 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1059 | 04/10/2017 | Clare | Phillips | | | | | | N |
| 3171 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1060 | 01/10/2017 | Mrs F M | Boolt | | | | | N |
| 3176 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1061 | 02/10/2017 | Peter | Druce | | | | | N |
| 3181 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1063 | 24/08/2017 | L & CF | McKeever | | | | | N |
| 3191 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1064 | 20/08/2017 | E | Morris | | | | | N |
| 3196 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1065 | 23/09/2017 | Norma | Aubertin-Potter | | | | | N |
| 3201 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1066 | 28/09/2017 | Anthony | Andrews | | | | | N |
| 3206 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1067 | 21/09/2017 | Gordon | Tasker | | | | | N |
| 3211 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1068 | 10/08/2017 | Mrs Joyce | Ruiz | | | | | N |
| 3216 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1069 | 23/08/2017 | Louise M | Green | | | | | N |
| 3221 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1070 | 10/10/2017 | A V | Smith | | | | | N |
| 3226 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1071 | 24/08/2017 | Matt | Bassett | | | | | | N |
| 3231 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1072 | 27/08/2017 | Julia | Cameron | | | | | | N |
| 3236 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1073 | 17/08/2017 | Mr CW & Mrs PS | Armstrong | | | | | | N |
| 3241 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1074 | 08/08/2017 | David | Bloomer | | | | | | N |
| 3246 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1075 | 21/08/2017 | J | Mills | | | | | | N |
| 3251 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1076 | 21/08/2017 | Pauline | Kearney | | | | | | N |
| 3256 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1077 | 24/09/2017 | John | Sear | | | | | | N |
| 3261 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1078 | 21/09/2017 | Glenda | de la Bat Smit | | | | | | N |
| 3266 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1079 | 22/07/2017 | Chris | Eyre | | | | | | N |
| 3271 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1080 | 22/07/2017 | Mrs S | Connell | | | | | | N |
| 3276 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1081 | 22/07/2017 | D | Knott | | | | | N |
| 3281 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1082 | 22/07/2017 | George A | Innes | | | | | N |
| 3285 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1083 | 22/07/2017 | D | Jones | | | | | N |
| 3289 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1084 | 04/10/2017 | Mr R G & Mrs C | Littlewood | | | | | N |
| 3294 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1085 | 04/10/2017 | Mrs S | Morton | | | | | N |
| 3298 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1086 | 25/08/2017 | Michael S | Bradley | | | | | N |
| 3303 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1087 | 11/09/2017 | C | Sherriff | | | | | N |
| 3308 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1088 | 28/09/2017 | Mrs Sheila | Churchill | | | | | N |
| 3312 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1089 | 25/09/2017 | Wendy | Cowley | | | | | N |
| 3317 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1090 | 28/09/2017 | R E | Hunt | | | | | N |
| 3322 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1091 | June | | Boffin | | | | | | N |
| 3327 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1092 | 25/09/2017 | Bernard | Boffin | | | | | | N |
| 3332 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1093 | 29/09/2017 | Simon | Godsave | | | | | | |
| 3337 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1094 | 28/09/2017 | Mrs | Godsave | | | | | | N |
| 3342 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1095 | 05/09/2017 | Jackie & Steve | Garlick | | | | | | N |
| 3347 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1096 | 05/10/2017 | Sue | Wrist | | | | | | |
| 3352 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1097 | 05/10/2017 | Mr & Mrs | Hand | | | | | | N |
| 3357 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1098 | 05/10/2017 | Betty | Laitt | | | | | | N |
| 3362 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1099 | 10/10/2017 | Turid | Walsh | | | | | | N |
| 3367 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1100 | 09/10/2017 | Vassilis | Karatzios | | | | | | N |
| 3571 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1100 | 10/10/2017 | Vassilis | Karatzios | | | | | N |
| 3372 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1101 | 10/10/2017 | Brian | Beesley | | | | | N |
| 3377 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1102 | 09/10/2017 | Sarah | Karatzios | | | | | N |
| 3566 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1102 | 10/10/2017 | Sarah | Karatzios | | | | | N |
| 3382 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1103 | 12/09/2017 | A E | Dudley | | | | | N |
| 3387 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1105 | 10/10/2017 | Mrs Alison | Machin | | | | | N |
| 3404 | Comments | | | | | | | |
| No clear plan is evident regarding funding or how traffic on already congested roads would work, housing should be in the immediate area to access motorways. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1105 | 10/10/2017 | Mrs Alison | Machin | | | | | N |
| 3400 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1106 | 10/10/2017 | Katrina | Jenkins | | | | | N |
| 3407 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1107 | 10/10/2017 | V | Butcher | | | | | N |
| 3412 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1108 | 10/10/2017 | Roy | Hounslow | | | | | |
| 3417 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1109 | 10/10/2017 | Hilary | Watkins | | | | | N |
| 3422 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1110 | 25/09/2017 | Miss L | Smith | | | | | N |
| 3427 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1111 | 10/10/2017 | Norman | Davies | | | | | N |
| 3432 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1112 | 10/10/2017 | Miss P | Edgington | | | | | N |
| 3437 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1113 | 10/10/2017 | Linda | Brogden | | | | | N |
| 3442 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1114 | 10/10/2017 | RK | Brogden | | | | | N |
| 3447 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1115 | 10/10/2017 | William | Norton | | | | | N |
| 3452 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1116 | 10/10/2017 | J | Nelson | | | | | N |
| 3457 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1117 | 10/10/2017 | P | Clarke | | | | | N |
| 3462 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1118 | 10/10/2017 | Bryan | Franks | | | | | N |
| 3467 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1119 | 10/10/2017 | R | Wheeler | | | | | N |
| 3472 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1120 | 10/10/2017 | Mrs R | Brown | | | | | N |
| 3477 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1120 | 10/10/2017 | Mrs R | Brown | | | | | N |
| 3479 | Comments | | | | | | | |
| I object to Policy PR11 infrastructure - where are all the cars going to be parked? 4,400 homes means 6,00 cars - houses don't have driveways any more. We would need bigger surgeries - we can't get to see the doctor now. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1121 | 10/10/2017 | L | Sullivan | | | | | N |
| 3482 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1122 | 10/10/2017 | Mrs Josephine | Lee | | | | | N |
| 3487 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1123 | 10/10/2017 | Mr & Mrs K & J | Abraham | | | | | N |
| 3492 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1124 | 10/10/2017 | Mr M | Stringer | | | | | N |
| 3497 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1125 | 13/09/2017 | C M | Jackson-Houlston | | | | | N |
| 3503 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1126 | 06/09/2017 | Kim | Bennell | | | | | N |
| 3507 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1127 | 14/09/2017 | P & B J | Wood | | | | | N |
| 3512 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1128 | 25/09/2017 | Mark | Gardner | | | | | N |
| 3517 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1129 | 18/09/2017 | Mrs M G | Kibbey | | | | | N |
| 3522 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1130 | 24/09/2017 | Richard L | Eddy | | | | | N |
| 3527 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1131 | 24/09/2017 | Amy & Michael | Shorter | | | | | N |
| 3531 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1132 | 26/08/2017 | Sonya | Willoughby | | | | | N |
| 3536 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1133 | 06/10/2017 | Mrs J & Mr C | Floyd | | | | | N |
| 3541 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1134 | 06/10/2017 | Margaret & David | Dee | | | | | N |
| 3546 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1135 | 05/10/2017 | R D | Walton | | | | | N |
| 3551 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1136 | 06/10/2017 | G | Furry | | | | | N |
| 3556 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1137 | 09/10/2017 | David | Lee | | | | | N |
| 3561 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1140 | 06/10/2017 | Sheila E | Middleton | | | | | N |
| 3576 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1141 | 08/09/2020 | Lawrence J | Middleton | | | | | N |
| 3581 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1142 | 30/09/2017 | Mrs Patricia | Shaw | | | | | N |
| 3586 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1143 | 04/10/2017 | Ray | Norrie | | | | | N |
| 3591 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1144 | 01/10/2017 | M J | Elliott | | | | | N |
| 3596 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1145 | 01/10/2017 | Mrs M | Elliott | | | | | N |
| 3601 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1146 | 04/10/2017 | Daria | Nastri | | | | | N |
| 3606 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1146 | 04/10/2017 | Daria | Nastri | | | | | N |
| 3611 | Comments | | | | | | | |
| Objection on infrastructure. No costs are shown and no source of funding is identified. It is, therefore, wishful thinking. The highways are already over congested and there is no indication of how it will cope with the additional vehicles owned by all the residents of the new developments. Does not want Kidlington to become a vast urban sprawl encompassing North Oxford, Cutteslowe, Wolvercote, Begbroke and Yarnton. Does not want to see the already overstretched public services get worse. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1147 | 04/10/2017 | Mik | Ashfield | | | | | N |
| 3614 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1148 | 02/10/2017 | Lucy | Pilgrim | | | | | N |
| 3626 | Comments | | | | | | | |
| The roads are already congested and many work hours are lost due to heavy traffic that is often at a standstill. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1148 | 02/10/2017 | Lucy | Pilgrim | | | | | | N |
| 3621 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1149 | 03/10/2017 | Mary | Franks | | | | | | N |
| 3629 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1150 | 25/09/2017 | Robin | Cowley | | | | | | N |
| 3634 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1151 | 09/09/2017 | Ida D | Leach | | | | | | N |
| 3639 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1152 | 12/08/2017 | Georgina | Ashton | | | | | | N |
| 3644 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1153 | 12/08/2017 | G | Pollard | | | | | | N |
| 3649 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1154 | 16/08/2017 | Lianne | O'Sullivan | | | | | | N |
| 3654 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1155 | 11/08/2017 | Emma & Gary | Billingham & Sargent | | | | | | N |
| 3659 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1156 | 12/08/2017 | N H | Crombie | | | | | | N |
| 3664 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1157 | 12/08/2017 | Joanna | Towersey | | | | | | N |
| 3669 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1158 3674 | 11/08/2017 | Richard | Priscott | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1159 3679 | 10/10/2017 | Mrs J | Riordan | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1160 3684 | 06/07/2017 | S | Tonkin | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1161 3689 | 05/09/2017 | Mr & Mrs J | Holland | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1162 3695 | 24/08/2017 | Mr & Mrs L | Lacey | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1163 3700 | 11/07/2017 | Mrs Bettina | Lewington | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1164 3705 | 24/08/2017 | Stephen | Mundy | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1165 3711 | 23/08/2017 | Dr Nika, Jiri | Abu, Faytl | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1166 3716 | 24/08/2017 | Mr Ken | Morris | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1167 3721 | 21/08/2017 | Mrs Pauline | Rushby | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1168 | 08/08/2017 | Christopher | Cosby | | | | | N |
| 3726 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1169 | 11/08/2017 | Jan & Andy | Hodgson | | | | | N |
| 3731 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1170 | 09/08/2017 | Mr & Mrs M | Fennymore | | | | | N |
| 3736 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1171 | 12/08/2017 | Matthew | Hunt | | | | | N |
| 3741 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1172 | 08/08/2017 | Robin | Carey | | | | | N |
| 3746 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1173 | 30/08/2017 | Mrs M | Henton | | | | | N |
| 2129 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1174 | 30/08/2017 | Larysa | Yurkova | | | | | N |
| 2134 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1175 | 14/08/2017 | Mrs J | Townsend | | | | | N |
| 2139 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1176 | 23/08/2017 | Eileen & Allan | Nicholls | | | | | N |
| 3752 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1177 | 18/08/2017 | Mr D | Townsend | | | | | N |
| 3757 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1178 | 11/08/2017 | Christina | Allen | | | | | N |
| 3762 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1179 | 09/08/2017 | Mrs S E | Bullock | | | | | N |
| 3767 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1180 | 10/08/2017 | Mrs A | Brenan | | | | | N |
| 3772 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1181 | 09/08/2017 | Mrs | Baggett | | | | | N |
| 3777 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1182 | 19/08/2017 | Mrs F | Haley | | | | | N |
| 3782 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1183 | 19/08/2017 | Mrs Celia | Wilson | | | | | N |
| 3787 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1184 | 19/08/2017 | M | O'Mahoney | | | | | N |
| 3792 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1185 | 19/08/2017 | N | O'Mahoney | | | | | N |
| 3797 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1186 | 12/08/2017 | Heather | Eustice | | | | | N |
| 3802 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1187 | 14/08/2017 | Mrs J | Butler | | | | | N |
| 3807 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1188 | 10/08/2017 | N B | Tinnion | | | | | N |
| 3812 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1189 | 05/08/2017 | Terence | Yeatman | | | | | N |
| 3817 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1190 | 14/08/2017 | Mrs A | Wyatt | | | | | N |
| 3823 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1191 | 18/08/2017 | Mark | Dilks | | | | | N |
| 3828 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1192 | 23/08/2017 | David & Alison | Cook | | | | | N |
| 3833 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1193 | 08/08/2017 | Robert | Craig | | | | | N |
| 3838 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1194 | 19/08/2017 | Lauren | Bates-Brownsword | | | | | N |
| 3843 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1195 | 23/08/2017 | D | Dean | | | | | N |
| 3848 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1196 | 08/08/2017 | Dianne | Bates-Brownsword | | | | | N |
| 3853 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1196 | 08/08/2017 | Dianne | Bates-Brownsword | | | | | N |
| 3856 | Comments | | | | | | | |
| Kidlington and the surrounding area cannot cope with the additional traffic. The infrastructure on Bicester Road by the new cemetery is already backed up in the morning and evenings and will become unbearable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1197 | 08/08/2017 | Darryl | Bates-Brownsword | | | | | N |
| 3859 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1198 | 23/08/2017 | Malcolm & Joy | Axtell | | | | | N |
| 3865 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1199 | 10/10/2017 | Le | Brun | | | | | N |
| 3870 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1200 | 21/08/2017 | Yvonne | Bunn | | | | | N |
| 3875 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1201 | 20/08/2017 | Alison | Turner | | | | | N |
| 3879 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1202 | 08/08/2017 | Mary | Timms | | | | | N |
| 3888 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The leaflet suggests this is 'Oxford's' problem. I know government has set targets for the S E of England, so it's not specific to Oxford. We all have a responsibility to try to alleviate the problems. I am aware of housing shortages. However, councils need to ensure developers who state e.g. 40% of housing will be affordable, remains 40% or whatever they agree to, to obtain PP. Weak councils must not allow developers to change the goals once building starts or allow to sell affordable properties as Buy to Let. Councils must stay strong. Developers must agree to fund extra services e.g. Schools, GPs, roads etc. before completing stage 1, not once they're broken. Re plans, PR7(a) is preferable to building at PR6(b) and PR6(a) but not enough homes. If anything, allow PR8 and PR7(a), this may preserve Green Belt and keep a distance. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1202 | 08/08/2017 | Mary | Timms | | | | | N |
| 3887 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1203 | 13/08/2017 | Richard | Hutchinson | | | | | N |
| 3891 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1204 | 13/08/2017 | Bridget | Blyth | | | | | N |
| 3895 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1205 | 13/08/2017 | Jake | Bennett | | | | | N |
| 3899 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1206 | 13/08/2017 | Sean | Blyth | | | | | N |
| 3903 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1207 | 13/08/2017 | Kate | Blyth | | | | | N |
| 3907 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1208 | 10/10/2017 | Mrs | Gonelt | | | | | N |
| 3911 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1209 | 12/08/2017 | Andrew & Caroline | Luckraft & Blunear | | | | | N |
| 3915 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1210 | 11/08/2017 | Jacqueline | Palmer | | | | | N |
| 3919 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1211 | 15/08/2017 | J M | Dow | | | | | N |
| 3923 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1212 | 14/08/2017 | M | Dimech | | | | | N |
| 3927 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1213 | 10/10/2017 | Rennie | Kennedy | | | | | N |
| 3931 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1214 | 18/08/2017 | S | Brain | | | | | N |
| 3935 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1215 | 17/08/2017 | Mrs T R | Brodie | | | | | | N |
| 3939 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1216 | 14/08/2017 | Mrs A | Pearce | | | | | | N |
| 3943 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1217 | 17/08/2017 | E | Lambourne | | | | | | N |
| 3947 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1218 | 17/08/2017 | R | Lambourne | | | | | | N |
| 3951 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1219 | 10/10/2017 | Mrs Frances | Clinkard | | | | | | |
| 3955 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1220 | 16/08/2017 | F | Boult | | | | | | N |
| 3959 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1221 | 16/08/2017 | Janet | Stevens | | | | | | N |
| 3963 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1222 | 17/08/2017 | Thom | Murton | | | | | | N |
| 3967 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1223 | 16/08/2017 | Diana | Lintott | | | | | | N |
| 3971 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1224 | 18/08/2017 | Mr B | May | | | | | | N |
| 3975 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1225 | 18/08/2017 | Mr & Mrs L B | Darcey | | | | | N |
| 3979 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1226 | 08/08/2017 | Daniel | Mason | | | | | N |
| 3983 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1227 | 17/08/2017 | C | Blake | | | | | N |
| 3987 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1228 | 15/08/2017 | H & C | Wardrop | | | | | N |
| 3991 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1229 | 17/08/2017 | Jane | Rendle | | | | | N |
| 3995 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1230 | 07/08/2017 | Elizabeth R | Rendle | | | | | N |
| 2145 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1231 | 17/08/2017 | Kim | Lee | | | | | N |
| 2150 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to Policies, PR1(a), PR3, PR11 and it is an unreasonable consultation process. Countryside, landscape and walks will disappear. The current infrastructure will not cope with increased population. Traffic congestion during peak periods will be much worse. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1231 | 17/08/2017 | Kim | Lee | | | | | N |
| 2149 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1232 | 17/08/2017 | Lucy | Tarrant | | | | | N |
| 2153 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1233 | 05/09/2017 | Mrs I | Thatcher | | | | | N |
| 2157 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1234 | 24/08/2017 | Steph | Bishop | | | | | N |
| 3998 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1235 | 12/08/2017 | L | Ayres | | | | | N |
| 4002 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1236 | 26/08/2017 | Chris | Grace | | | | | N |
| 4006 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1237 | 28/08/2017 | Peter B | Jeffreys | | | | | N |
| 4010 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1238 | 22/09/2017 | Dr G P | Maddison | | | | | N |
| 4014 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1239 | 04/09/2017 | Mr & Mrs F | Sarvari | | | | | N |
| 4018 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1240 | 10/10/2017 | W | Brown | | | | | N |
| 4022 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1241 | 14/08/2017 | Thomas | Pilgrim | | | | | N |
| 4026 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1242 | 22/08/2017 | Zita | Quinn | | | | | N |
| 4030 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1243 | 21/08/2017 | Steve | Burbridge | | | | | N |
| 4034 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1244 | 13/08/2017 | Pascal | Godard | | | | | N |
| 4038 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1245 | 20/08/2017 | Mrs M H | Ford | | | | | N |
| 4042 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1246 | 22/08/2017 | Mr B E | Braleay | | | | | N |
| 4046 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1247 | 10/10/2017 | Maureen | Gale | | | | | N |
| 4050 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1248 | 22/08/2017 | Mrs D | Gregory | | | | | N |
| 4054 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1249 | 22/08/2017 | Sandy | Lord | | | | | N |
| 4058 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1250 | 25/08/2017 | Marcy | Yousaf | | | | | N |
| 4062 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1251 | 18/08/2017 | Catherine | Sykes | | | | | N |
| 4066 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1252 | 15/08/2017 | Joan | Hadaway | | | | | N |
| 4070 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1253 | 21/08/2017 | Mr & Mrs R S | White | | | | | N |
| 4074 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1254 | 21/08/2017 | Mr A | Bishop | | | | | N |
| 4078 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1255 | 17/08/2017 | Philippa | Burrell | | | | | N |
| 4082 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1256 | 16/08/2017 | Margaret | Crick | | | | | N |
| 4086 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1257 | 17/08/2017 | Gerald | Whitehouse | | | | | N |
| 4090 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1257 | 17/08/2017 | Gerald | Whitehouse | | | | | N |
| 4091 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to Policies PR1(a), PR3, PR11 and the unreasonable consultation process. What is proposed is rash and ill advised. Please reconsider. Prudence is paramount. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1260 | 17/08/2017 | D R | Pickvance | | | | | N |
| 2169 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1261 | 23/08/2017 | Mr & Mrs A | Sinnott | | | | | N |
| 2173 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1263 | 11/08/2017 | Mr B | Hosier | | | | | N |
| 4100 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1264 | 10/08/2017 | Brian | Parkinson | | | | | N |
| 4104 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1265 | 10/08/2017 | Mrs P & Miss S | Cranfield | | | | | N |
| 4108 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1266 | 23/08/2017 | Margaret | Beavan | | | | | | N |
| 4112 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1267 | 23/08/2017 | Mr W A | Edgington | | | | | | N |
| 4116 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1268 | 22/08/2017 | S | Bevis | | | | | | N |
| 4120 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1269 | 22/08/2017 | Mrs I | Kabat | | | | | | N |
| 4124 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1270 | 10/10/2017 | Derek & Barbara | Luke | | | | | | N |
| 4129 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1271 | 24/08/2017 | G M | Waddle | | | | | | N |
| 4134 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1272 | 19/08/2017 | Mr & Mrs J | Lloyd | | | | | | N |
| 4139 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1273 | 20/08/2017 | June | Taylor | | | | | | N |
| 4144 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1274 | 21/08/2017 | Gordon | Wyles | | | | | | N |
| 4149 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1275 | 18/08/2017 | Mrs Marjory | Kilby | | | | | | N |
| 4154 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1276 4159 | 19/08/2017 | Mr M | Pratley | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1277 4164 | 19/08/2017 | Miss B | Pratley | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1278 4168 | 19/08/2017 | Mrs V | Pratley | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1279 4173 | 20/08/2017 | D | Williams | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1280 4178 | 20/08/2017 | Mrs | Williams | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1281 4183 | 18/08/2017 | Dawn | Williams | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1282 4188 | 14/08/2017 | Mr & Mrs B | Knight | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1283 4193 | 22/08/2017 | NP | Barrett | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1284 4199 | 22/08/2017 | Mrs J | Barrett | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1285 4203 | 17/08/2017 | Diana | Bouckham | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1286 | 17/08/2017 | Mr & Mrs R | Shepherd | | | | | N |
| 4207 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1287 | 15/08/2017 | Mr & Mrs R | Harris | | | | | N |
| 2178 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1288 | 14/08/2017 | Kim | Martin | | | | | N |
| 2182 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1289 | 14/08/2017 | Ann | Martin | | | | | N |
| 4208 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1290 | 15/08/2017 | David & Janet | Davis | | | | | N |
| 4212 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1291 | 15/08/2017 | Mr D | Myers | | | | | N |
| 4216 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1292 | 14/08/2017 | Mr B & Mrs J | Higgins | | | | | N |
| 4220 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1293 | 10/10/2017 | L | Howard | | | | | N |
| 4224 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1294 | 14/08/2017 | C | Howard | | | | | N |
| 4228 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1295 | 12/08/2017 | E | Bolden | | | | | N |
| 4232 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1296 4236 | 10/08/2017 | Alison | Ingram | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1297 4240 | 09/08/2017 | A | Kelly | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1298 4244 | 10/10/2017 | M J | Kelly | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1299 4248 | 15/08/2017 | S M | Rawlings | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1300 4252 | 13/08/2017 | Mr & Mrs M | Evans | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1301 4256 | 11/08/2017 | Mrs K J | Mansfield | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1302 4260 | 22/08/2017 | Mrs M | Duffield | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1303 4264 | 18/08/2017 | P | Foyle | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1304 4268 | 02/10/2017 | Graham | Perks | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1305 4272 | 07/10/2017 | Catherine Mary | MacRobert | | | | | | N |
| Comments No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1306 | 02/10/2017 | Lucy | Moore | | | | | N |
| 4276 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1307 | 04/10/2017 | Dr Robert | McGurrin | | | | | N |
| 4280 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1308 | 06/10/2017 | Carolina & Peter | Laitt | | | | | N |
| 4284 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1309 | 06/10/2017 | Alicia | Gardner | | | | | N |
| 4289 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with reasons PR1(a), PR3, PR11 and unreasonable consultation process. Therefore, I oppose construction on the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1309 | 06/10/2017 | Alicia | Gardner | | | | | N |
| 4288 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1310 | 06/10/2017 | Douglas | Roberts | | | | | N |
| 4293 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with objections, PR1(a), PR3 and PR11 and to help save the Green Belt, the local countryside and our rural villages in Cherwell and Oxford's unmet housing needs. I support the stance CPRE Oxfordshire have taken that the city could meet most, if not all of it's housing needs within its own boundaries by prioritising land for housing and making sure houses are genuinely affordable homes that people are hoping for. This could be achieved by making better use of brownfield sites and taking a step increase in density targets. Extra housing would require extra transport requirements, but there appears to be no proposals to cope with increased traffic and congestion. Plans should be put on hold until this is addressed. Also Sandy Lane should be improved, not closed to vehicles. I believe CDC can do better with regard to building the required houses without concreting very the Green Belt we require for future generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1310 | 06/10/2017 | Douglas | Roberts | | | | | N |
| 4292 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1312 | 09/10/2017 | Anita | Bayne | | | | | N |
| 4299 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1313 | 09/10/2017 | Simon | Barnard | | | | | N |
| 4304 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1314 | 05/10/2017 | M A | Collier | | | | | | N |
| 4308 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1315 | 07/10/2017 | S J W | McFarlane | | | | | | N |
| 4312 | Comments | | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1323 | 10/10/2017 | Erlinda | Boyle | | | | | | |
| 4340 | Comments | | | | | | | | |
| Object to PR11 on infrastructure because it does not deal effectively with the issues. E.g.. I have seen no co-ordinated plans and budgeting for the increase in road traffic, and road improvement/expansions. This is not well thought out and unsustainable. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1343 | 09/10/2017 | Miss Josephine | Willoughby | | | | | | N |
| 4397 | Comments | | | | | | | | |
| Objects to policy on infrastructure because: There is no source of funding for most improvements. The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown & have not yet been quantified. Congestion on routes into Oxford is already severe. Oxford is an air quality management area & Cutteslowe roundabout is a pollution hotspot where NO2 levels regularly exceed national guidelines. This proposal does not contain measures which deal effectively with these issues. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1345 | 09/10/2017 | Mrs Marion | Jones | William Fletcher Primary School | | | | | |
| 4400 | Comments | | | | | | | | |
| As a school we neither oppose nor support the development plans. If agreed, please note the following: Facilities within the existing school: It would require 3 extra classrooms & play facilities in order that we might expand to a 2 form entry provision; Additional kitchen & dining, staff office space, school hall space & community hire space will be required; A school library will need to be considered; A joined up plan, taking into consideration the needs of pre school children will need to be actioned; The school will require nursery provision in line with all new school builds; Increased parking provision. Information required: Accurate forecasts of anticipated pupil numbers; Accurate information pertaining to timescales of proposed works - specifically, when would the existing school be developed in line with an increased/increasing population. School building options: If a split site is to be realistically considered, then we would anticipate the LA re-route the exiting lane to the Care Home in order that land might be attached to the school, thus ensuring the safety of children and staff across sites. Facilities for young people within the community: Proposed development will need to ensure that there are suitable, well lit facilities for children & young people outside of school e.g.. skate park, outside gym, tennis courts, splash park etc.; An awareness of youth crime & the impact of inferior/few facilities on these figures. Key workers - teachers & support staff: Affordable housing; Acknowledgement that A44, Rutten Lane & surrounding roads are already gridlocked at peak times, this will impact on staff ability to journey to & from work. Transport Links: Acknowledgment that A44 & Rutten Lane & surrounding roads are already gridlocked at peak times - Options for safe & healthy routes to school need to be in place; Environmental pollution consideration on health of community. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| Facilities needed for existing school to expand to 2 form entry: 3 extra classrooms, play facilities, kitchen and dining facilities, staff office space, school hall space and community hire space. A school library will need to be considered. Increased parking and nurse provision will be required. For a split site to be considered; the re-routing of the existing lane to the Care Home in order that land might be attached to the school. Facilities for young people within the community should include; suitable, well lit facilities for children & young people outside of school e.g.. skate park, outside gym, tennis courts, splash park etc. | | | | | | | | | |
| PR-C-1360 | 09/10/2017 | Dr Graciela Iglesias | Rogers | | | | | | N |
| 5159 | Comments | | | | | | | | |
| Objects to PR11 on infrastructure because it only sets out 'an approach'. No costs are shown and in most cases no source of funding has been identified. The transport system in the target areas is already at breaking point due to increased car traffic to and from the London-Oxford Airport and the Oxford Parkway railway station. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the district by Cherwell, and over 10,000 more houses to be built in the other districts just for Oxford over-spill. The situation will get even worse with the present proposals. Public transport, when available, is expensive and unreliable. Bus timetables are often a piece of fiction; there are few services in the evenings and on Sundays; none after midnight and neither before 6 am. The community bus service from Begbroke to Kidlington was recently discontinued. There is no cycle path at all between the Peer Tree and the Oxford Parkway/Water Eaton Park & Rides (let alone a connective bus service between the two sites). The extension of the 500 bus route from Oxford Parkway to Woodstock offers no satisfactory solution to Begbroke residents who somehow are expected to catch the bus in Kidlington-Langford Lane (located more than a mile away from their homes) and then see how a daily 5-minute trip in car becomes a 45 minute commute as the 500 bus has to navigate the traffic through Kidlington. And this is the situation now – just imagine how bad it will be with 4,400 more families fighting for a place to park their cars in the proposed new Park & Ride in Langford Lane. Additionally, the proposal makes no mention of the sort of housing that it will be offered in each identified site. Will it be homes built quickly by developers with the idea of providing suburban, student and/or tourist accommodation, thus turning long-term communities into short-term ghost neighbourhoods? Neither there seems to be any plan for building new fire and police stations in proportional rate to the proposed demographic increase. A better recipe for social disaster seems difficult to imagine. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1361 | 09/10/2017 | Mrs Lorna | Logan | | | | | | N |
| 5088 | Comments | | | | | | | | |
| Objects to PR11 (Infrastructure) because it is unsound: There is no source of funding for most improvements. The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown & have not been quantified. Congestion on routes into Oxford is already severe. Oxford is an Air Quality Management Area & Cutteslowe Roundabout is a pollution hotspot where NO2 levels regularly exceed national guidelines. This proposal does not contain measures which deal effectively with these issues. This proposal not justified & not effective and unsound. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1366 | 09/10/2017 | Dr & Mrs Charles | Steiner | | | | | N |
| 4441 | Comments | | | | | | | |
| Object to PR11 on infrastructure. It is unsound because; No funding source for most improvements. The effects of developments like Barton Park, Northern Gateway, Wolvercote Papermill etc. will be significant & not yet quantified. Congestion & Pollution will increase on already bad local roads. Oxford is an Air Quality Management Area & NO2 is already excessive. No measures proposed to deal with this. Proposal is unjustified, not effective & unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1368 | 09/10/2017 | Helen | Allen | | | | | |
| 4446 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1376 | 10/10/2017 | Fay | Curtis | | | | | N |
| 4464 | Comments | | | | | | | |
| Objection because it only sets out 'an approach'. It is wishful thinking, no costs are shown, and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the increase in vehicles. The plan is not positively prepared as it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1387 | 10/10/2017 | Shoha | West | | | | | N |
| 4487 | Comments | | | | | | | |
| No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1388 | 10/10/2017 | David | Abbott | Highways England | | | | |
| 4490 | Comments | | | | | | | |
| Infrastructure Delivery We welcome the commitment to a collaborative approach between Cherwell District Council, Oxford City Council and other partners to identify infrastructure needs. We would expect to be included in this approach throughout the planning process. We welcome the improvement of sustainable transport links along a number of corridors and consider them essential to minimise the additional trips that will affect the SRN, especially at the A34/A44 Peartree roundabout. It is requested that the impact of these proposals upon the operation of the SRN be assessed. It is unclear at this stage what the cost of the transport infrastructure required to support the proposed PR development is likely to be. Furthermore, it is also unclear whether further funding (in addition to developer contributions, i.e. through local or central government etc.) would be required to fully provide the infrastructure required. We request that further clarity is provided on this. The Oxfordshire Infrastructure Schedule and Transport Assessment associated with the PR categorises infrastructure schemes in order to prioritise funding going forward, with the understanding that not all identified schemes are likely to go forward. It is unclear at this stage whether that potential shortfall relates to any of the schemes identified to support the PR development. It is therefore unknown if the impact of the additional development proposed through the PR would be fully mitigated and also whether there could be a residual adverse impact to the operation of the SRN. We request that clarification of this point is provided. Notwithstanding our comments above relating to infrastructure, there is also the issue of DfT's strategic study into the Oxford to Cambridge expressway (OxCam). It is reasonable to assume that if the case for the expressway were successful and a scheme duly delivered the current A34 corridor (be it either upgraded or supplemented/replaced by a new corridor) would more than likely be able to cope with the growth associated with the PR. However, the status of this study is such that no reliance can be placed on it with regard to the PR, either in relation to its timing, alignment or design. To this end the PR needs to strongly emphasise the challenges in relation to the A34 corridor of delivering the government's ambitions for substantial growth. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1388 | 10/10/2017 | David | Abbott | Highways England | | | | |
| 4489 | Comments | | | | | | | |
| Transport Modelling: We have considered the potential impact of the proposed development locations on the SRN junctions in the local vicinity, using high level outputs from the Oxford Strategic Model's Refined Development scenario. With the enhanced transport improvement package, modelling shows that the links on the A44 corridor appear to be approaching or over-capacity in 2031 for both morning and evening peak hours, while some junctions along these corridors are predicted to be experiencing delay. It is unclear whether the model was used to identify the proposed mitigation measures to support the additional housing development set out in the PR or whether these were taken from other sources and adopted in the model as a 'given' and it is requested that clarification is provided on this. We understand that two packages of strategic off-site transport improvements were tested in relation to the proposed development using the OSM. Highways England consider that there is a lack of clarity regarding the schemes included within these model runs (including those discussed in the PR such as a new rail station at Yarnton/Kidlington, the conversion of the A34/A44 Peartree Junction to signal controlled, the severing of Sandy Lane, the A40/A44 link road and the mode shift to cycling). Further clarity is sought on details model infrastructure inputs in this regard. We note that following the implementation of PR development there are predicted to be capacity issues along the A34 and at M40 Junction 9. It is not fully clear whether or how the operation is predicted to worsen when compared to the Do Minimum scenario. It is requested that a more comprehensive set of outputs is provided to enable HE to assess the impact of the PR development on the SRN and to assess whether the proposed transport improvement measures sufficiently mitigate those impacts. Furthermore, we are unaware of any more detailed junction modelling that has been undertaken, making use of flow outputs from the OSM. In order to accurately determine the operation of SRN junctions (including the A34/A44 Peartree junction, other junctions on the A34, and M40 Junction 9) it is recommended that junction-specific models are used to assess the operation of the SRN both without development and with development and the proposed infrastructure measures. In connection with this, sensitivity testing should be carried out for scenarios in which the provision of infrastructure that would affect the SRN is/ is not included, for example the A40/A44 link road and the severance of Sandy Lane to motor vehicle traffic. Testing a scheme to convert the A34/A44 Peartree junction to traffic signal control should also be included, whether or not this forms part of the infrastructure to be provided, since it has been referred to in the TA as possible mitigation measure, unless it has been discounted. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1397 | 10/10/2017 | Robert | Davies | Gerald Eve on behalf of Merton College, Oxford | Y | Y | N | Y |
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5253

Comments

The Council does not comment on how developer contributions will be secured on sites where there are multiple land ownerships. The College considers that it is essential that the developer contributions to infrastructure requirements are based on an equitable equalisation or other mechanism (e.g. a roof tax approach). A comprehensive but, at this stage, outline list of proposed infrastructure requirements has been prepared by the Council and included within site specific policies, and in particular Policy PR9. The requirements are indicative at this stage (costs and funding streams) but set out what is likely to be required to support the development of the site over the Plan Period. Infrastructure requirements that relate to more than one "allocated strategic development site" will need to be considered within the scope of advice in the NPPF/legal tests within Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and apportioned on a pro-rata basis to each site. This will also need to have regard to the impact of the proposed development of each site and the appropriate phasing of infrastructure delivery to ensure that the infrastructure requirements are necessary to make the development acceptable, directly related to the development and fairly and reasonably related in scale and kind to the development. It is anticipated that the phasing, triggers and mechanisms for the delivery of these elements will be secured through development/collaboration/equalisation agreements, negotiations and discussions with the other landowners. It should, in the College's opinion, be secured through S106 agreements agreed as part of the future development management process. It should be recognised that in some instances, early or advance provision of strategic infrastructure can be critical to the approval and successful delivery of strategic scale development or combination of developments. This may be delivered by the Council or may be funded and delivered by a developer. Where a developer has provided infrastructure at the outset which would be delivered in advance of scheme requirements, then there should be recognition in policy PR11 that any 'abnormal costs' associated with this provision can be credited against the overall planning obligations for the site. Maps are provided."

Changes Sought

The following three points should be added to Policy PR11:4. Where a developer delivers early infrastructure in advance of, or prior to, development then the 'abnormal' costs of this infrastructure provision will be credited against the overall planning obligations for the site. It is essential that the contributions to infrastructure requirements are based on an equitable equalisation mechanism across the strategic development site. An equalisation mechanism or other similar arrangement (e.g. roof tax) to permit development to proceed will need to be agreed by all landowners of a particular site allocation. 6 Infrastructure requirements that relate to more than one "allocated strategic development site" will be considered against advice in the NPPF/legal tests within Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and apportioned on a pro-rata basis to each site having regard to the impact of the proposed development of each site and the appropriate phasing of infrastructure delivery to ensure that the infrastructure requirements are necessary to make the development acceptable, directly related to the development and fairly and reasonably related in scale and kind to the development."

Reasons for Participation

"To enable the Planning Inspector to fully understand the key reasons why our requested amendment to the Local Plan is required to make the plan 'sound', and to facilitate thorough examination of the issues."

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| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | | | N | Y |
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5358

Comments

Local infrastructure, particularly all types of movement infrastructure, is already deficient in the area. With regard to transport infrastructure – a primary concern in view of the acknowledged congestion and air quality problems locally- the KPC has little confidence that the aspiration for a new railway halt as referred to in Policy PR8 will be delivered. Residents on new developments at Begbroke, Yarnton and Kidlington would largely rely on buses and to a lesser extent cycles as the alternative to private cars for local journeys. The Infrastructure Schedule at Appendix 4 is largely silent on essential information on programmed delivery, and must be seen as aspirational. Helpfully, it does confirm that the majority of projects listed are critical to successfully delivering accessible and sustainable development. There is however little evidence of success in recent years in securing Government investment in transport improvements despite active jointworking, and economic circumstances are not auspicious for the future. The Montagu Evans Viability Study notes that these external/off site costs are not taken into account in site assessments. 'As is typical for the development of an area, a number of non site specific infrastructure elements form part of the delivery package. In the case of non-site specific infrastructure, most items are reliant on third party funding. Although some costs towards these work may be drawn from property development, the expectation would be that largely – if not in entirety - the costs would be borne externally.' The Viability Study also is ambivalent/uncertain as to whether higher levels of Affordable housing can be delivered on all sites. In the view of KPC, the Plan will be an enormous failure if it removes land from the Green Belt only to see an insufficient delivery of affordable housing, or new development without supporting critical infrastructure, contrary to the Plans objectives of delivering sustainable development. SUMMARY • An Infrastructure Delivery Plan, rather than a wish-list as in Appendix 4, is essential in order to deliver sustainable development. Policy PR1 should include an additional requirement that all new allocated development makes adequate provision for all relevant infrastructure, unless other arrangements have been secured. Development should not proceed in advance of certainty about the delivery of off site infrastructure.

Changes Sought

An Infrastructure Delivery Plan, rather than a wish-list as in Appendix 4, is essential in order to deliver sustainable development. Policy PR1 should include an additional requirement that all new allocated development makes adequate provision for all relevant infrastructure, unless other arrangements have been secured. Development should not proceed in advance of certainty about the delivery of off site infrastructure.

Reasons for Participation

"KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report."

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| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
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5307

Comments

Object to Policy PR11 on infrastructure because it only sets out "an approach" ("The Council's approach to infrastructure planning .. Will be..."). It is not therefore a policy and is simply wishful thinking. In the associated infrastructure schedule (Appendix 4, pages 165-182) the column for costs contains the letters TBC in every case. In most cases the column for source of funding also contains these letters and in the small minority of cases where a source is identified it is most often "private developers". This lack of information means that it is impossible to have any confidence that the identified infrastructure needs can be provided. No projects are identified to improve the already congested highway network for private vehicles and no indication of how the network will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan appears to deny people the opportunity to use their cars and relies wholly on people using public transport, cycling and walking. Consider that some of the infrastructure required to support the proposed level of growth together with the growth elsewhere around Oxford would in itself be harmful to the environment which is a further reason why the proposed growth is not sustainable. Refer to the plan's quote (p146) from the Oxfordshire Infrastructure Strategy that "growth in recent decades has created a deficit in existing infrastructure". Agree and suggest that it would be foolhardy to embark on the proposed programme of development as it will increase this deficit. This makes the plan not positively prepared. Any plan for the area should concentrate on alleviating the acknowledged existing infrastructure deficit. "

Changes Sought

The plan should be withdrawn. A proper infrastructure plan and schedule should be drawn up to overcome existing problems.

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of: our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
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5497

Comments

Paragraph 15725 of the NPPF requires Local Plans to plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the Framework. We note that draft Policy PR11 is tailored to meeting Oxford's unmet housing need but broadly replicates the requirements of adopted Local Plan Policy INF1: 'Infrastructure' 26 which focuses on the delivery of infrastructure for Cherwell. A2D do not object to Policy PR11, however, express concern regarding the level of infrastructure required to support the substantial growth associated with meeting unmet need at the proposed site allocations as part of the Partial Review, including the A44/A4260 improvements and Rapid Transit scheme, and A44/A4144 and A4260/A4165 bus improvement schemes (Policy PRA4a). These works could significantly delay the proposed sites coming forward. A2D urge the Council to explore the idea of accommodating further growth at Bicester, which has required infrastructure in place/ programmed to be delivered. Further growth in Bicester would add critical mass to the existing demand for such services and facilities.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed.

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| PR-C-1421 | 10/10/2017 | Hilary | Palmer | | | | | |
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4541

Comments

Object to policy as It only sets out "an approach". No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional traffic. The plan is not positively prepared because it does not provide for necessary infrastructure

Changes Sought

Reasons for Participation

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| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | N | Y |
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4547

Comments

The Plan does not adequately detail the feasibility, costs or funding of the measures that will have to be put in place to improve the existing infrastructure and support the massive increase in population here, and is therefore not effective or positively prepared (Policy PR11).

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-1430 | 10/10/2017 | Michael | Marshall | | | | N | |
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Comments

Objection to PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for the necessary infrastructure.

Changes Sought

Reasons for Participation

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| PR-C-1431 | 10/10/2017 | Mrs Malini | Perera | | | | N | N |
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4564

Comments

The proposed infrastructure to this proposal is unsound. There is a lack of detail around funding. The issue of increased congestion is glossed over. To assist commute to Oxford, new rapid bus routes, rail facilities and cycle connections are mentioned. No allowance is made for the expected local rise in motor vehicle congestion (made worse by the rapid bus lanes) and its attendant pollution. The current highway infrastructure around Kidlington will not be sufficient. Between 07.30 and 09.30, the Kidlington roundabout is frequently backed up along both the A4260 and the Bicester Rd up to the junction with the A34. To expect that occupants within the new communities will exclusively use public transport or cycle routes is idealistic, unrealistic and irresponsible.

Changes Sought

Reasons for Participation

A detailed assessment of the current congestion is required. A detailed proposal of how 4400 new homes (in addition to Cherwell's extra housing requirement) will impact on congestion is also required.

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| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
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4578

Comments

Supports the approach in the Partial Review of progressing each of the proposed site allocations through a development brief. We consider that this is the appropriate way to consider the site specific details & infrastructure needs of each proposed allocation in a timely manner. We also welcome the opportunity to be involved in the production of the development briefs especially where there are cross-boundary issues to be considered. We acknowledge the on-going partnership work through the Oxfordshire Growth Board & in particular the Oxfordshire Infrastructure Strategy. This is a useful forum for the consideration of the cumulative impacts of planned growth & also cross boundary infrastructure issues. We are keen to continue the constructive partnership working & on-going dialogue with Cherwell & to assist in securing prompt delivery of these much needed homes.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1439 | 10/10/2017 | Sharon | Yendle | | | | | N |
| 4594 | Comments | | | | | | | |
| Objection on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1461 | 10/10/2017 | Deborah & Jeffrey | Wright | | | | | N |
| 5276 | Comments | | | | | | | |
| These will be enormous ad there is no plan where this funding will come from. It is doubtful if section 106 monies will suffice, meaning the taxpayer and Council Tax payer will be funding the profits of the stakeholders. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1467 | 10/10/2017 | Terry | Tossell | | | | | |
| 5272 | Comments | | | | | | | |
| The Policy PR11 on infrastructure merely sets out "an approach" which is just pie-in-the sky, wishful thinking in the absence of any research, costings or identification of sources of funding. There is no rigour in this document which gives reassurance over the impact of this plan on an the existing rapidly rising housing costs, the already strained transport network or the already overstretched education and medical facilities in this community. As such it is ineffective, poorly prepared and unsustainable. A more detailed analysis is included in the rep - see section 3 - "Kidlington is not the answer" - discusses property prices, impact on transport, infrastructure and public services. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1472 | 10/10/2017 | David | Tighe | | N | N | N | |
| 5226 | Comments | | | | | | | |
| There are no thought through plans to cope with traffic issues. The estimates for increased traffic are a guestimate at best. It contains no reliable information on likely numbers who will use public services, walk or cycle. It takes no account of all the other planned developments for the area such as Northern Gateway, Barton Park. The proposal for a rapid transit system is surely a joke. To the extent that anything can be gleaned from this proposal. It just looks like it will be sharing a bus lane! It is surely telling that none of the proposals are costed. The deliverability of what little infrastructure planning appears in the document must be highly questionable to say the least. Without clear commitment on funding, the plans should not proceed. Otherwise the consequences could be disastrous for the area. It's likely that it will move beyond the severe congestion that already exists to gridlock. Oxford is an Air Quality Management Area because of the high levels of nitrogen dioxide. Cutteslowe Roundabout is already a pollution hotspot where nitrogen dioxide levels regularly breach international guidelines. Cherwell's plans would lead to many more cars on the roads and there is no effective strategy to deal with the pollution that would be caused by this. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1473 | 10/10/2017 | Debbie | Dance | Oxford Preservation Trust | Y | N | N | Y |
| 5219 | Comments | | | | | | | |
| Infrastructure - The Oxfordshire Infrastructure Strategy (OXIS) was prepared on behalf of the Oxfordshire Growth Board to provide a view of emerging development & infrastructure requirements to support growth from 2016 to 2031 & beyond. We would like to understand how the infrastructure identified as necessary will be funded in order to provide a sustainable strategy for growth. Flooding - As CDC will be aware, the Environment Agency is currently developing the plans for a proposed Flood Alleviation Scheme (FAS) for Oxford. OPT is informed by the EA that it is not in a position to model for future growth so that the current plans are based on what is there now. It does not appear that any account has been taken of this scheme in this Partial Review & in OPT's view it is fundamental that any development that is to happen in Cherwell District takes account of the changes downstream at Oxford as well as in the more immediate vicinity & it would ask that this criterion to be added to the assessment of all potential development sites. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| "OPT considers that there are important matters relating to the soundness of the plan that need to be discussed at the Examination and therefore wishes to reserve the right to participate at the Oral Examination. We take a forward thinking and positive approach to development, looking to influence change rather than stopping it. We are recognised as a professional and experienced voice, able to speak with conviction on matters relating to landscape, views and the impact of development on the city of Oxford and its green setting and surrounds, and are committed to ensuring that Oxford can continue to flourish and prosper, whilst protecting its historic character and setting." | | | | | | | | |
| PR-C-1485 | 09/10/2017 | Emma | Worthington | | | | | N |
| 4657 | Comments | | | | | | | |
| Object to policy PR11 on infrastructure because it is unsound:• There is no source of funding for most improvements.• The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified.• Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines.• This proposal does not contain measures which deal effectively with these issues.• I believe this proposal not justified and not effective and therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1486 | 09/10/2017 | Lawrence E | Coupland | | | | | N |
| 4661 | Comments | | | | | | | |
| Object to policy PR11 on infrastructure because it is unsound:• There is no source of funding for most improvements.• The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified.• Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines.• This proposal does not contain measures which deal effectively with these issues.• I believe this proposal not justified and not effective and therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1488 | 09/10/2017 | Genevieve | Coupland | | | | N | |
| 4669 | <p>Comments</p> <p>Object to policy PR11 on infrastructure because it is unsound:• There is no source of funding for most improvements.• The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified.• Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines.• This proposal does not contain measures which deal effectively with these issues.• I believe this proposal not justified and not effective and therefore unsound</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1490 | 09/10/2017 | Ian and Helen | Kingsley | | | | N | N |
| 5453 | <p>Comments</p> <p>Objection to Policy PR4a and Policy PR11 Congestion.4400 houses x approx. 2 cars per household = 8800 cars. There will cause unacceptable congestion in the area. The surrounding roads in North Oxford, on the Eastern Bypass, Banbury and Woodstock are already totally gridlocked. There are no concrete or fully costed plans to improve the roads into Oxford and between villages. Everything that has been mooted in the plans has been aspirational. These plans can be sacrificed. In fact the proposal to close Sandy Lane, a major link road between Yarnton/Begbroke and Kidlington, will create even more congestion and upheaval. According to the plans the closure is for a green pedestrian, WHEELCHAIR and cycling route with railway crossing. There are no plans to widen the A44 but we have seen plans to slightly modify the circular mini roundabout at the bottom of Frieze Way/Loop Farm to become an oval mini roundabout. This will only cause more disruption and will not help to ease congestion. We understand bus schedules to Begbroke/Yarnton are actively being cutback. We do not believe there is a need for a Railway Halt and think it will not be deliverable. There is no programmed delivery on any of the Infrastructure improvements proposed, no third-party costings have been quoted and the phrase “the costs should be borne externally” is worrying. These plans should, therefore, be considered "pie in the sky". All developments should not go ahead before Infrastructure plans are fully costed and have been locked into the contract.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1491 | 10/10/2017 | Marcus | Lloyd | | | | N | N |
| 4683 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it only sets out “an approach”. It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. Used to work in Oxford city centre, and it took over an hour by bus to travel the 5 miles. I since have changed jobs in order to avoid this congestion, and in 30 mins arrive in Banbury (20 miles away). The infrastructure around Oxford is appalling, constant traffic jams, awful air quality and this will only get worse if more housing is built between Kidlington and Oxford. There has been absolutely no plan of how this congestion would be alleviated with the current situation, let alone how it would cope with 4,400 houses being built on the green belt. There has been absolutely no proof that affordable housing for first time buyers would be achieved, as each time a new development around Oxford has gone up, the starting prices for 'affordable' housing show that it is only affordable to the rich.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1492 | 10/10/2017 | Olga | Lascano Choperena | | | | N | N |
| 4686 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it only sets out “an approach”. It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. Used to work in Oxford city centre, and it took over an hour by bus to travel the 5 miles. I since have changed jobs in order to avoid this congestion, and in 30 mins arrive in Banbury (20 miles away). The infrastructure around Oxford is appalling, constant traffic jams, awful air quality and this will only get worse if more housing is built between Kidlington and Oxford. There has been absolutely no plan of how this congestion would be alleviated with the current situation, let alone how it would cope with 4,400 houses being built on the green belt. There has been absolutely no proof that affordable housing for first time buyers would be achieved, as each time a new development around Oxford has gone up, the starting prices for 'affordable' housing show that it is only affordable to the rich.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1493 | 10/10/2017 | Valentina | Lloyd Lascano | | | | N | N |
| 4689 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it only sets out “an approach”. It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. Used to work in Oxford city centre, and it took over an hour by bus to travel the 5 miles. I since have changed jobs in order to avoid this congestion, and in 30 mins arrive in Banbury (20 miles away). The infrastructure around Oxford is appalling, constant traffic jams, awful air quality and this will only get worse if more housing is built between Kidlington and Oxford. There has been absolutely no plan of how this congestion would be alleviated with the current situation, let alone how it would cope with 4,400 houses being built on the green belt. There has been absolutely no proof that affordable housing for first time buyers would be achieved, as each time a new development around Oxford has gone up, the starting prices for 'affordable' housing show that it is only affordable to the rich.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1497 | 09/10/2017 | Frances | Colles | | | | N | N |
| 4695 | <p>Comments</p> <p>Strongly object to policy PR11 which only sets out an approach to infrastructure, it is not effective and not positively prepared to deal with the requirements the extra housing will impose. For example, the current road system and public transport is completely unsustainable. It can already take over an hour to get into the centre of Oxford from the north end of Kidlington using the bus. It is so unbearable I prefer to take my chances using a bike. The A34 around Oxford is a complete disaster and is on the travel news pretty much every day. Just last week there was an accident on the M40 and the traffic had backed up all the way into Oxford, with surrounding villages completely gridlocked. This had a significant impact on our daily life, picking children up from nursery and school etc., and is something that would only get worse without any proper planning for infrastructure.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1498 | 10/10/2017 | Mrs J | Wright | | | | N | N |
| 4698 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1503 | 09/10/2017 | David | Burridge | | | | N | N |
| 4725 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1504 | 09/10/2017 | Christine | Lodge | | | | N | N |
| 4729 | <p>Comments</p> <p>Policy PR11 – infrastructure – this is not costed, no source of funding is identified and no improvement to crowdedhighways can be shown even before the proposed 4400 houses with the additional cars adds to the congestion and misery currently experienced in Oxford. Plans are not effective and not positively prepared/funded.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1505 | 09/10/2017 | Mr Richard | Lodge | | | | N | N |
| 4733 | <p>Comments</p> <p>Object to Policy PR11 on infrastructure because it is not costed, no source funding is shown. It is not positively prepared to show improvements to congested highways before the additional cars from 4,400 occupiers appear on the roads.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1506 | 09/10/2017 | Bryony | Thomas | | | | | N |
| 4734 | <p>Comments</p> <p>Express concern over the planned additional housing in the Kidlington area. As a village of 6000 houses already it seems extraordinary to be contemplating nearly doubling the housing in the area. Have several specific concerns. Infrastructure: despite the work on the roundabouts at Cutteslowe and at the end of Woodstock Road, there is still considerable traffic at peak times going into Oxford from the northern side of the city, and leaving at the end of the working day. We regularly see jams through Kidlington, and I do not believe the infrastructure can withstand any additional housing, let alone such vast numbers. Any accident within the vicinity of Oxford can cause gridlock extremely quickly. The A34 is frequently at a standstill at any time of the day, and there have been an increasing number of fatal accidents. Do not understand why you would choose to build houses this side of the city. Surely, either within the city itself, on sites where office blocks and industrial sites are planned, or on the southern side with better access to Cowley would make more sense. Alternatively, development of areas such as Banbury as a centre for employment. Flooding: parts of Kidlington have flooded on occasion in the past, and I would have grave concerns that by building on all the available natural soakaways you would increase the chances of future flooding. You are also proposing to build on fields that flood regularly, such as area 20 by the canal, which again is not good for the proposed houses, or for houses already built.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | <p>Flooding: parts of Kidlington have flooded on occasion in the past, and I would have grave concerns that by building on all the available natural soakaways you would increase the chances of future flooding. You are also proposing to build on fields that flood regularly, such as area 20 by the canal, which again is not good for the proposed houses, or for houses already built.</p> | | | | | | | |
| PR-C-1508 | 09/10/2017 | Alan | Graham | | | | N | N |
| 4747 | <p>Comments</p> <p>Policy PR11 - InfrastructureThe Infrastructure Schedule in Appendix 4 provides a list of aspirations, without a detailed Infrastructure Delivery Plan this plan is not justified. There is already a substantial infrastructure deficit. Particularly as far as transport is concerned and these proposed development will not address the existing infrastructure deficit.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1514 | 10/10/2017 | Councillors Neil Prestidge and Maurice Billington | Prestidge and Billington | | | | | N |
| 4769 | <p>Comments</p> <p>The infrastructure in the local area is already inadequate and requires large investment to bring it up to standard. Our primary concern is the large amount of congestion and air pollution along the Oxford Road and the Gosford Link Road. There needs to be more work done to resolve this situation before more housing is built. We have little confidence in the Infrastructure Delivery Framework and how deliverable the projects detailed in it will be, we understand that there are massive funding shortages and that all attempts to joint fund transport infrastructure improvements have been unsuccessful.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1516 | 09/10/2017 | Councillor Gillian | Hopcroft | | | | | N |
| 5106 | Comments | | | | | | | |
| Where is the plan for the delivery of adequate and necessary Infrastructure. There isn't one, and therefore is unsound and not acceptable. These developments should not be allowed to proceed until all offsite infrastructure has been established. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1521 | 09/10/2017 | Alaric | Rose | | | | | N |
| 4789 | Comments | | | | | | | |
| We already have an overstretched local infrastructure, particularly in all types of movement infrastructure. With regard to transport infrastructure – a primary concern in view of the acknowledged congestion and air quality problems locally, the aspiration for a new railway halt as referred to in Policy PR8 looks impossible to deliver – there were plans for a halt nearby for many years, but Network Rail have stated that the line is at capacity, and a new halt would not be delivered. Residents on new developments at Begbroke, Yarnton and Kidlington would largely rely on buses and (to a lesser extent) cycles as the alternative to private cars for local journeys. The Infrastructure Schedule at Appendix 4 doesn't really detail essential information on programmed delivery, and must be seen as aspirational. It does confirm that the majority of projects listed are critical to successfully delivering accessible and sustainable development. There is however little evidence of success in recent years in securing Government investment for transport improvements despite active joint working, and economic circumstances are not auspicious for the future. The Montagu Evans Viability Study notes that these external/off site costs are not taken into account in site assessments. 'As is typical for the development of an area, a number of non-site specific infrastructure elements form part of the delivery package. In the case of non-site specific infrastructure, most items are reliant on third party funding. Although some costs towards these work may be drawn from property development, the expectation would be that largely – if not in entirety - the costs would be born externally.' The Viability Study also is ambivalent/uncertain as to whether higher levels of Affordable housing can be delivered on all sites. The Plan will be an enormous failure if it removes land from the GB only to see an insufficient delivery of affordable housing, or new development without supporting critical infrastructure, contrary to the Plans objectives. An Infrastructure Delivery Plan, rather than an aspirational wish-list as in Appendix 4, is essential in order to deliver sustainable development. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Policy PR1 should include an additional requirement that all new allocated development makes adequate provision for all relevant infrastructure, unless other arrangements have been secured. Development should not proceed in advance of certainty about the delivery of off-site infrastructure. | | | | | | | | |
| PR-C-1528 | 09/10/2017 | Dr Lynne | Cox | | | N | N | N |
| 4800 | Comments | | | | | | | |
| Objection to PR11 that fails to address specific infrastructure needs. It is unposted and the source of funding has not been identified. The recent road improvements that cost millions of pounds have had little impact on traffic around the 'northern gateway' of Wolvercote and Cuttleslowe roundabouts, with extensive rush hour congestion still a major problem and journey times increasing again, exacerbated by residents travelling from the extra 20,000 houses already built in the Cherwell District. Emergency vehicles are often stranded in heavy traffic, endangering lives. There is no provision for additional school infrastructure; as a former governor of North Kidlington School, I am aware how stretched school budgets already are and how overcrowded classes become, with teachers finding it difficult to give children the individual attention they need and deserve. More pressure on teaching staff will lead to even greater attrition in the profession. Our already struggling health services cannot cope with additional numbers of patients, and again strain on GPs is leading to problems with recruitment and retention, and even closure of surgeries, as already seen in Bicester. The plan fails to provide essential infrastructure and hence is not positively prepared. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1532 | 09/10/2017 | Helen | Broxap | | | | N | N |
| 4808 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1533 | 09/10/2017 | Janet | Warren | | | | | N |
| 4812 | Comments | | | | | | | |
| Policy PR11 Infrastructure provision1. Apart from the need to get cars in and out of Oxford there are no concrete proposals for other infrastructure such as schools, health care services, churches, community halls, public recreational facilities AND significant green space.2. I have been led to believe that 'sustainable transport' need be no more than the ability to use public transport. The option to use cars freely is clearly built in to the proposal so it is unlikely that public transport would be first choice. The houses will presumably be built with parking for at least two cars per household.3. Presumably traffic from any new housing north of Kidlington will also be fed into the present road structure. This will not only add significant volumes of CO2 and other GHGs to the 'global warming mix' it will also be deleterious to the health of Kidlington and North Oxford residents.4. By planning for business growth in Oxford and residential growth in Cherwell increased transport needs are inevitable. Business growth could be directed to areas where housing can be provided close by, rather than to areas where there is no resident workforce. This would be sustainable.5. By looking only at Oxford's needs there has been no attention paid to what effects the developments would have on Kidlington, Yarnton and Begbroke themselves. Any development that does take place should make a contribution to the host area as well as to Oxford. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1534 | 10/10/2017 | Alan | Lodwick | | | | N | Y |
| 4818 | Comments | | | | | | | |
| Objection. A policy should be more than "an approach" as PR11 is described. When looked at carefully the wording is meaningless and gives no confidence that required infrastructure will be provided or funded. The associated infrastructure schedule does not include any costs and few sources of funding. Without this information there can be no realistic infrastructure plan. The infrastructure schedule does not include any projects to address the inevitable increase in trips by non-public motor vehicles (car, van, lorry etc.). Nor does the plan consider the effects of other proposed developments elsewhere in Cherwell or around Oxford which will increase the demands on transport networks. While referring to an existing infrastructure deficit it doesn't make clear how it will be addressed. Because of its lack of clarity on costs and funding and addressing wider needs and the infrastructure deficit the infrastructure policy is unjustified, not positively prepared and ineffective. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Changes Sought.. The plan should be withdrawn. A proper infrastructure plan and schedule should be drawn up to overcome existing problems | | | | Wish to participate as stated in representation above. | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1536 | 09/10/2017 | Elizabeth and Tamsin | Leckie | | | | | N |
| 5149 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it does not make genuine provision for the infrastructure necessary to support the projected 4,400 houses. No costs are shown and, in most cases, no sources of funding are identified. It is mere wishful thinking. There are no projects planned to cope with the extra traffic from these 4,400 new houses and the 22,000 new houses already approved elsewhere in the Cherwell district. There will be traffic gridlock and increased levels of dangerous air pollution. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1539 | 10/10/2017 | Tim | Emptage | | | | | N |
| 4838 | Comments | | | | | | | |
| Objects to the scale of developments proposed in this plan, which would require very significant investment in infrastructure and a robust plan to ensure implementations. Much as I encourage the use of public transport, walking and cycling, people cannot be forced to do this and many will still use their car which will simply add to the major traffic problems around and within Kidlington. Most families still do a large weekly shop and it would be totally impractical to walk, cycle or use public transport to do this and most will continue to use their cars. The Infrastructure schedule in Appendix 4 is wholly aspirational and contains little detail on costings, sources of funds and timing. It is a wish list rather than a plan. The delivery of affordable housing is a major concern and while the plan has an overall element of 50% housing, it is very common for developers to go back to planning authorities and ask for that figure to be reduced in order to make the site financially viable. Invariably the planning authority acquiesces. There seems to be nothing in place to ensure that the 50% level is adhered to. Without a comprehensive, robust and fully costed and fully funded infrastructure plan a detailed plan for the delivery of affordable housing, these proposals are unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1541 | 09/10/2017 | Maurice | White | | | | | |
| 4843 | Comments | | | | | | | |
| Object to PR11 on infrastructure because it is unlikely to be sufficient or to be properly resourced. Road transport to and from Oxford is already a significant problem and the plan will make this worse. Infrastructure to mitigate this problem is already known to be underfunded. Other resources such as alternative recreation facilities or services enhancement (doctors, schools etc.) are unlikely to be met due either to reluctance of land owners to release land, reliance on private funding with no idea where this is to come from or the use of inadequate public funds which will lag well behind any development. This part of the plan seems wishful thinking. For housing of this magnitude to go ahead infrastructure needs to be in place either before or at the same time as the housing development with guaranteed funding. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1547 | 10/10/2017 | Annie | Kotak | | | | | N |
| 4856 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out "an approach". No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional traffic. The plan is not positively prepared because it does not provide for necessary infrastructure. The roads are small and there is only one route into the city which already makes commuting long and congested. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1548 | 10/10/2017 | Naresh | Kotak | | | | | N |
| 4872 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out "an approach". No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional traffic. The plan is not positively prepared because it does not provide for necessary infrastructure. The roads are small and there is only one route into the city which already makes commuting long and incredibly traffic clogged. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1548 | 10/10/2017 | Naresh | Kotak | | | | | N |
| 4864 | Comments | | | | | | | |
| Object to Policy PR11 on infrastructure because it only sets out "an approach". No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional traffic. The plan is not positively prepared because it does not provide for necessary infrastructure. The roads are small and there is only one route into the city which already makes commuting long and incredibly traffic clogged. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1549 | 10/10/2017 | Bella | Kotak | | | | | N |
| 5108 | Comments | | | | | | | |
| Poor Infrastructure - Objects to PR11 because it only sets out "an approach". No costs are shown & in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles & no indication of how it will cope with the additional vehicles from these new houses & other developments planned for the area. The plan is not positively prepared because it does not provide for necessary infrastructure. There is currently not enough infrastructure in this area to allow for the building of more homes! The roads are small & there is only one route you can take for going into the city, which makes getting to & from work, long & traffic clogged. This situation will be exacerbated with 4400 additional cars. Assuming that each house has one car, but most likely two cars. Lack of Amenities - The cuts the Government has made in our communities means that many local amenities have had to close. In particular getting a doctors appointment in both Yarnton & Kidlington practices is at minimum a 3 week long wait. It is not feasible to allow the population to grow to this scale here, the facilities are already overloaded. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1560 4896 | 09/10/2017 | Aubrey | King | | | | | |
| Comments | | | | | | | | |
| Objects because: 1. There is no source of funding for most improvements. 2. The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown & have not been quantified. 3. Congestion on routes into Oxford is already severe. Oxford is an Air Quality Management Area & Cutteslowe roundabout is a pollution hotspot where NO2 levels regularly exceed national guidelines. 4. This proposal does not contain measures which deal effectively with these issues. 5. This proposal is not justified, not effective & unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1566 4907 | 10/10/2017 | Omattage G | Kumara | | | | | N |
| Comments | | | | | | | | |
| Objection to Policy PR11 on infrastructure as it is unsound. There is no indication of how the already congested highway network will cope with the additional vehicles from these new developments and no indication of how the additional surface water run off is to be dealt with. The infrastructure development must go hand in hand with housing development but there are no definite plan of action for infrastructure developments. No costs are shown and in most cases no source of funding is identified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1580 4925 | 09/10/2017 | Janet and Tim | Stott | | | | | N |
| Comments | | | | | | | | |
| Objection to policy PR11 on infrastructure because it is unsound:i) There is no source of funding for most improvements. ii) The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified.iii) Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines,. As cyclists we are already affected by these pollution levels, as are our children.iv) This proposal does not contain measures which deal effectively with these issues. We believe this proposal is not justified and not effective and therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1581 4930 | 24/09/2017 | Dr Ratna | Thakar | | | | | |
| Comments | | | | | | | | |
| Objection to Policy PR11 on infrastructure because it only sets out an approach. It is wishful thinking. No costs are shown and in most cases no source of funding is identified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1593 4974 | 09/10/2017 | Miss Carol | Davey | | | | | N N |
| Comments | | | | | | | | |
| Object to Policy PR11 on infrastructure because it is unsound. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. Indeed it suggests that traffic would be redirected to other roads (point 5.153) which is already under stress from excess traffic. Traffic congestion already occurs on a daily basis and the additional houses would add to this congestion. The provision of local health services is also under stress with little capacity to expand to accommodate the proposed housing developments. Regarding point 3 of Policy PR11 - Infrastructure Delivery, there appears to be little or no impetus for the infrastructure to be delivered in a timely manner i.e. in conjunction with or ahead of time of the planned development. I would urge that any required infrastructure is in place ahead of any planned developments. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The number of houses should be substantially reduced to allow for the already struggling infrastructure for all aspects of local living e.g. roads, health services, schools. | | | | | | | | |
| PR-C-1616 5570 | 10/10/2017 | Clare | Boddington | | | | | N |
| Comments | | | | | | | | |
| Have concerns about the impact such a large number of new homes north of Oxford would have on already congested roads and journey times (Policy PR11). Commute from Kidlington to Headington by bus and the journey already takes nearly an hour on some days. Some parts of the plan referring to the possible traffic increases are quite bizarre and seem unsound. How can it be the case that 4,400 new homes will only increase car journeys by 1.2-1.4% (as suggested in section 5.47 on Transport Infrastructure)? What modelling method was used to come up with this? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1618 5583 | 10/10/2017 | Harry | Fletcher | | | | | N |
| Comments | | | | | | | | |
| Object to policy PR11 on infrastructure because it is unsound: - There is no source of funding for most improvements. - The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified. - Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. - This proposal does not contain measures which deal effectively with these issues. - Believe this proposal not justified and not effective and therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1619 | 10/10/2017 | Gary | dáLuz Vieira | | | | | | N |
| 5585 | Comments | | | | | | | | |
| Object to policy PR11 on infrastructure because it is unsound: - There is no source of funding for most improvements. - The effects of other developments in the area (Barton Park, Northern Gateway, Wolvercote Papermill etc.) are likely to be significant but are as yet unknown and have not been quantified. - Congestion on routes into Oxford is already severe, Oxford is an Air Quality Management Area and Cutteslowe Roundabout is a pollution hotspot where nitrogen dioxide levels regularly exceed national guidelines. - The 'improvements' to the Cutteslowe roundabout has already slowed traffic along the A40 and these developments can only make this worse. There is not enough physical space to adequately improve this and the Wolvercote junction to cope with even more traffic. - This proposal does not contain measures which deal effectively with these issues. - Believe this proposal not justified and not effective and therefore unsound. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1623 | 09/10/2017 | Jane, Elizabeth and Kate | Rendle | | | | | | N |
| 5547 | Comments | | | | | | | | |
| We object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it is out of scale, not useful for the area and does not provide for necessary affordable infrastructure. We also strongly support Cherwell's rejection of previous sites considered for development such as The Moors area of Kidlington for the aforementioned reasons. We trust that Cherwell District Council will abide by its responsibilities to its residents, heed these objections, not accede to Oxford City Council, and use them as sound justification for rejecting the proposed development plans. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1640 | 26/12/2017 | Qiujuan | Yuan | | | | | | N |
| 5655 | Comments | | | | | | | | |
| I object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1641 | 27/10/2017 | J | Dear | | | | | | N |
| 5651 | Comments | | | | | | | | |
| I object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1642 | 08/10/2017 | Richard | Bamprey | | | | | | N |
| 5647 | Comments | | | | | | | | |
| I object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1643 | 11/10/2017 | David William | Stewart | | | | | | N |
| 5645 | Comments | | | | | | | | |
| I object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. By definition, infrastructure planning and provision must happen first. Everything else is then built around that infrastructure. Without detailed, cost planning for infrastructure provision, I believe these proposals are simply a cynical attempt to open up land for development in a manner which will strictly not meet its stated objectives. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1644 | 11/10/2017 | Kate | Berney | | | | | | N |
| 5642 | Comments | | | | | | | | |
| I object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1645 | 11/10/2017 | A M | Foley | | | | | | N |
| 5638 | Comments | | | | | | | | |
| I object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR11 - Infrastructure Delivery

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| PR-C-1646 | 11/10/2017 | R | Hopcroft | | | | | N |
| 5633 | Comments | | | | | | | |
| I object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1647 | 11/10/2017 | Mrs | Fowler | | | | | N |
| 5629 | Comments | | | | | | | |
| I object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Policy PR12a - Delivering Sites and maintaining Housing Supply

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| PR-C-0055 | 11/08/2017 | Mr Ronald | Lloyd | | | | | N |
| 96 | Comments | | | | | | | |
| The mismatch between housing demand and allocated development land appears to be caused by plans for undue commercial development within the City which could be relocated to rural areas to achieve a more equitable distribution of jobs, facilities, transport and environmental hazards. Traffic, pollution, and invasion of green spaces that bring clear health risks would be reduced in Oxford, and more space released for housing and social development. If not already arranged, a Health Impact Assessment should be sought from The Director of Public Health. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0055 | 11/08/2017 | Mr Ronald | Lloyd | | | | | N |
| 98 | Comments | | | | | | | |
| The arguments against invading the Green Belt are well rehearsed. The view expressed in CLPPR that meeting the city's housing targets creates 'exceptional circumstances' to justify damage to the GB and loss of a golf course is unsubstantiated and not explained in para 5.17 as claimed. More attention might be given to what local residents want and apply that analysis to comparisons of residential rather than commercial developments in the City! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foyn | Pegasus Group On behalf of the Dorchester Group | Y | Y | N | Y |
| 1287 | Comments | | | | | | | |
| Land at Policy PR10 Land south east of Woodstock, 430 dwellings is not expected to start until 2026/27. Whilst land at Begbroke, east of the A44, 1,950 dwellings, Policy PR8 is expected to deliver for 8 years at a flat rate of 225 per annum. The phasing of land releases can only act as a further constraint on housing delivery and will result in further delays to site delivery whilst willing developers are prevented from bringing forward deliverable sites to accord with an arbitrary phasing policy. This is contrary to the significant boost to housing supply required by the NPPF. Developer competition is not a factor in the delivery of sites. Once a development interest has invested in a site, they will deliver this as soon as possible in order to secure a financial return having regard to the financial market. The issues that slow down the delivery of sites include the planning process, which can take many years to secure an implementable planning permission and market demand, as developers will only build where they are able to sell and ensure a return. These are largely beyond the control of the Local Plan. However, there are ways of supporting the timely delivery of sites. This includes allocating a range of different size sites in different locations which will appeal to a range of different developers, thereby ensuring that as many developers are working in the District as possible. This also accords with paragraphs 47 and 50 of the NPPF. Another way of supporting delivery is to identify reserve sites, such that if any of the allocated sites are delayed then sustainable alternatives can be brought forward quickly. In terms of the actual wording of the policy, in the fifth paragraph, the wording is not effective. If a site is allocated it should be permitted as it will have been assessed as sustainable and deliverable to be included in the Plan. The wording is not effective as a continuous supply cannot be enforced. the development of a site may vary year on year for a number of reasons. An objection is made to the seventh paragraph which states that "Should planning permission be granted for housing that will be delivered beyond 2031 and which results in the requisite 4,4000 homes for Oxford being exceed, this will be taken into account in meeting Cherwell's housing need in the next Local Plan Review". This would undermine the integrity of the Cherwell Local Plan as needs would not be met in accordance with the strategy outlined in the adopted Cherwell Local Plan. There are several references in the Partial Review document that state its strategy avoids undermining the existing Local Plan's development strategy for meeting Cherwell's needs and detracting from the delivery of growth at Bicester, Banbury and the former RAF Upper Heyford site. (para 1.4, para 3.30 and 3.31 and in particular para 5.10. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale. | | | | | | | | |

Proposed Submission Plan - Policy PR12a - Delivering Sites and maintaining Housing Supply

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| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foy | Pegasus Group On behalf of the Dorchester Group | Y | Y | N | Y |
|------------------|------------|-------|--------------|-------------------------------------------------|---|---|---|---|

1286

Comments

Dorchester Group support the approach that it necessary to monitor the housing supply for Oxford's needs separately from that for Cherwell. The disaggregation provides a mechanism to ensure a sustainable spatial distribution across the HMA. This therefore ensures that both the OAN is met across the HMA and that a sustainable distribution is achieved. In order to provide for this sustainable distribution, it is appropriate to disaggregate to an appropriate scale, and in the situation where there are 2 distinct needs to be addressed (Oxford City and Cherwell) it is entirely appropriate to disaggregate these requirements and the supply. Indeed, such an approach has recently been supported by a number of Inspectors as identified previously. However, such an approach is required to have sufficient flexibility to ensure that the OAN is addressed across the HMA when specific triggers are realised, such that each District (or sub-area) will be required to address its needs. This could be achieved through the identification of reserve sites. It is noted that Partial Review is a time limited plan and has been prepared to ensure the Oxford's unmet needs are met by 2031 as in the longer term the Oxfordshire Growth Board have agreed in principle to prepare a joint plan which may change how Oxford's needs are met in the longer term. According to the trajectory in Appendix 3 there is only a 5.1 years supply. However, Dorchester Group is concerned that the Partial Review is effective i.e. that the unmet need is delivered, there is already a shortfall as these needs are derived from 2011. As referred to previously the identified OAN for Oxfordshire relates to the period 2011 to 2031. By the time the Local Plan Part 1 Partial Review is adopted in 2018 there will be at least a 7-year shortfall, with no homes having been delivered to meet the annual requirement for 220 homes in Cherwell to meet the needs of Oxford City. This amounts to a shortfall of 1,540 homes. The Partial Review should therefore be required to respond as soon as possible rather than implementing a further 3 year delay in the need to deliver housing. It is considered that the housing implementation strategy should incorporate a 20% buffer in recognition of the existing shortfall of 1,540 homes which will have already accrued. The proposal for a start-date of 2021 will delay the necessary housing provision by 3 years (following adoption) with any justification. This will place a further constraint on the accessibility of the housing market for the residents of Oxford, who will either need to remain in their current potentially overcrowded and unsuitable accommodation for a further 3 years or move out of the area where they will have family and/or work connections. This would be entirely contrary to the objectives of national policy. As proposed the plan envisages the delivery of 440 per annum, this assumes that all sites are able to commence delivery as of 2021, however according to the housing trajectory at Appendix 3 Policy PR6a Land West of Oxford Road 530 dwellings is not anticipated to start delivering until 2023/24. Land at Policy PR7a Land south east of Kidlington 230 dwellings is not anticipated to start until 2026/27.

Changes Sought

Dorchester Group consider that the seventh paragraph of Policy PR12a should be deleted.

Reasons for Participation

Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale.

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| PR-C-0559 | 09/10/2017 | Keerpa | Patel | South Oxfordshire District Council | | | | |
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1386

Comments

The approach that CDC take to meet their apportionment of Oxford's unmet need is for them to determine. We note this takes the form of 'ring-fencing' as a separate 5 year housing land supply will be maintained for meeting Oxford City's unmet need. We acknowledge that CDC have proposed to meet their apportionment through 7 strategic sites, however we understand that this could be dependent on the local assessment of their capacity. If it is found that the capacity of these 7 sites is deemed to be lower than initially thought, we assume that CDC are still capable of accommodating the remainder of their apportionment of Oxford's unmet need within their own district?

Changes Sought

Reasons for Participation

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| PR-C-0595 | 09/10/2017 | Mark | Behrendt | Home Builders Federation | | | N | Y |
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1494

Comments

This policy is unsound due it being ineffective and unjustified. In our response to the previous consultation we noted our concern in confining the delivery of Oxford's unmet need to the 2021 to 2031 period and ring-fencing Oxford's unmet need from Cherwell's on housing requirement. Whilst we are supportive of the joint working that has taken place to ensure unmet needs within the HMA are delivered we remain concerned that Cherwell, and the other authorities in the HMA, are seeking to separate their own needs from that of Oxford's. The unmet need arising from Oxford should be considered as part of the Cherwell's housing requirement and should be monitored as such. It must be recognised that Oxford cannot meet its needs and that the demand for housing in Oxford will inevitably fall on the shoulders of its neighbours. Indeed, the Oxfordshire Strategic Housing Market Assessment (SHMA) identifies in appendix 1 that the housing needs of Oxford are already impacting on Cherwell's housing needs. Between 2006 and 2011 there was positive net migration from Oxford to Cherwell each year, with on average of 410 more people moving from Oxford to Cherwell than those moving the opposite direction. This positive flow of people shows that Cherwell is already to a certain extent meeting the needs for Oxford and that this is reflected in the OAN. To consider Oxford's unmet needs as separate to Cherwell's is to fail to understand that housing markets are not defined by administrative boundaries. In meeting Oxford's unmet needs it must be recognised that this is about considering future migratory patterns that are inevitable due to the fact that in some areas growth will, inevitably, be limited. Essentially Cherwell are not meeting Oxford's unmet need but their own need that will inevitable arise from the development constraints faced by Oxford City. As such Cherwell should plan to meet a single increased housing requirement for the Borough rather than for two wholly separate requirements. Given the scale of the challenge for both the Council and the house building industry to deliver these additional homes the only effective approach is to start planning for these homes as part of the Council's overall strategy for housing delivery. The sites allocated in the partial review will then for a key delivery mechanism for achieving the higher target. We are also concerned that Oxford City has a growing backlog of housing needs that need when delivery since 2011 is considered against the City's OAHN of 28,000 homes. At present we consider there to be a minimum backlog of 5,629 homes due to Oxford's inability to meet its own needs, as set out in the table below. Whilst we are not suggesting that this backlog should form part of Cherwell's five-year land supply it does give a clear indication of the need to deliver these homes as soon as possible and not wait until 2021 (Rep includes table of figures). There is also the danger with this approach that should the strategic allocations be delayed for any reason, such as insuperable infrastructure problems, then the housing needs of Oxford City could get neglected. We cannot comment on the deliverability of the proposed trajectory as this evidence is still to be provided. However, to ensure delivery on the seven allocated sites alongside the delivery of allocated sites to meet the original housing requirement for the Borough within 10 years will be challenging. By considering all housing needs as a single requirement the Council will be able to react more effectively to meeting needs as a whole. We do not consider that such an approach would undermine delivery to meet the needs identified in the Cherwell Local Plan. In fact it will provide the opportunity to secure a broader base of supply and ensure that infrastructure needs arising from all development is considered comprehensively. It follows from these arguments, that the HBF sees no need to disaggregate the needs of Oxford City provided for within Cherwell's administrative area from the needs (the OAN) of Cherwell – they are one and the same. It is necessary to identify an overall housing requirement to be delivered within the administrative area of Cherwell, and not ring-fence Oxford City's needs to the strategic allocations set out in the Partial Review.

Changes Sought

Reasons for Participation

Expresses interest in attending any relevant hearing sessions at the Examination in Public

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| PR-C-0666 | 08/10/2017 | Lucy | Loveridge | | | | | |
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1643

Comments

Objection relating to Kidlington, Yarnton and Begbroke on the following grounds: Development could be located on sustainable sites identified elsewhere in the district rather than GB which Government says should only be used as a very last resort. A high proportion of the new homes should be affordable for young people and families from the local area. Infrastructure such as roads and schools should be put in place, as well as adequate parking facilities for the new residents. Traffic congestion and parking is already a major problem in Kidlington and the surrounding area, especially in the rush hour. Support for Cherwell's decision not to include land behind the Moors for development, as this is GB land used for recreation by local people, and would cause yet more traffic problems. I am appalled at the prospect of Kidlington becoming simply another suburb of Oxford.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR12a - Delivering Sites and maintaining Housing Supply

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| PR-C-0705 | 08/10/2017 | Peter | Trowles | | | | | | N |
| 5427 | Comments | | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and regularly enjoyed by me and my family. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. Alternative locations for housing development in Cherwell district, outside the Green Belt are available along good public transport corridors to Oxford. Even if a case for exceptional need to build in the Green Belt could be made, the amount of land proposed to be removed from the Green Belt is not justified as it far exceeds that which is necessary to satisfy Oxford's stated unmet housing need because of the proposed low density of dwellings. One suspects that after an area of Green Belt land is designated for development, much higher densities will be proposed and this area will be used to meet Cherwell's future housing needs in addition to Oxford's unmet need. I therefore also object to Policy PR12a which allows for permission to be granted for housing numbers that exceed Oxford's unmet need. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0707 | 08/10/2017 | Julia | Trowles | | | | | | N |
| 5429 | Comments | | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington preserves green spaces that are so greatly appreciated and regularly enjoyed by the respondent and family. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building in the Green Belt. The plan is therefore ineffective and not consistent with National Policy. Alternative locations for housing development in Cherwell district, outside the Green Belt are available along good public transport corridors to Oxford. Even if a case for exceptional need to build in the Green Belt could be made, the amount of land proposed to be removed from the Green Belt is not justified as it far exceeds that which is necessary to satisfy Oxford's stated unmet housing need because of the proposed low density of dwellings. One suspects that after an area of green belt land is designated for development, much higher densities will be proposed and this area will be used to meet Cherwell's future housing needs in addition to Oxford's unmet need. Therefore also objects to Policy PR12a which allows for permission to be granted for housing numbers that exceed Oxford's unmet need. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0758 | 10/10/2017 | Susan | Cooper | | | Yes | Yes | | No |
| 1908 | Comments | | | | | | | | |
| Since there is currently a severe housing shortage for Oxford workers, the emphasis needs to be on first satisfying this backlog as quickly as possible, and only then thinking about a constant rate of new housing. 1. The ambition for the first 5 years 2021-26 should be increased from the stated 1700 to significantly more than half of the total 4400 planned for the 10-year period. 3. Requiring developers to maintain a 5-year supply goes against the need to satisfy the backlog as soon as possible. Thinks this requirement should be dropped. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | | Y |
| 511 | Comments | | | | | | | | |
| Policy PR12a - and Appendix 3: Housing Trajectory. Policy PR12a and the Housing trajectory in appendix 3 suggests that sites will come forward at different times in the plan period with sites PR6a, PR7b, PR8 and PR9 being the first ones to come forward at 2021. Site PR6b is proposed to be released at 2023, and sites PR7a and PR10 are not due to come forward until 2016. The government is currently consulting on a standard method of how to calculate housing need. It is our understanding that if this calculation is adopted, it might be possible that fewer houses are needed to meet Oxford's housing needs and as a result not all site allocations might be required. As mentioned above concerned about the proposed quantum of development in Oxfordshire and neighbouring counties and would welcome if fewer sites would be required for development. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| From an ecological point of view sites PR7b, PR8, PR9 and PR10 appear to be most sensitive in ecological terms and we would therefore recommend for these sites only to come forward if really needed. Recommend that these sites are considered later in the plan period and the trajectory revised accordingly. | | | | | Potential biodiversity impacts as outlined in the representation. | | | | |
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | | Y |
| 1970 | Comments | | | | | | | | |
| Objection. The consortium considers that the demand for housing in and around Oxford is such that the phasing of new development solely on the basis of abstract 5 year periods is unnecessary. A number of factors would suggest that the application of such phasing policies is inappropriate: • past rates of under-delivery that should be remedied as soon as possible;• the fact that there is built into the cross-boundary work and the district apportionment undertaken by the Oxfordshire Growth Board a shortfall of several thousand houses below the housing requirement for Oxford identified in the 2014 SHMA; and• there is a considerable risk of delay in the delivery of sites in other local authorities in Oxfordshire, for example due to the slow progress of new local plans to deliver the necessary allocated sites and also the risk that sites will not come forward quickly enough to achieve target rates of delivery. The latter factor is a particular risk in Oxford City where a substantial uplift in delivery is required above the current level of 400 dwellings per year if the midpoint target of the 2014 SHMA is to be achieved i.e. 28,000 dwellings. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| On the basis of the analysis, the section of Policy PR12a that refers to the phasing of the allocated sites over successive 5 year periods should be deleted. Furthermore, paragraph 5 of the policy should be delete. The meaning of the paragraph is unclear nor is it explained how it will contribute to the objective of achieving the prompt delivery of the allocated sites. Instead the Council can rely on the range of measures contained in Policy PR13 in order to ensure an adequate supply of housing land is achieved and maintained throughout the plan period. | | | | | On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination. | | | | |

Proposed Submission Plan - Policy PR12a - Delivering Sites and maintaining Housing Supply

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|------------------|------------|------|-------|------------------------------------------------------|---|---|---|---|
| PR-C-0784 | 10/10/2017 | Nick | Freer | David Lock Associates on behalf of Gallagher Estates | Y | Y | N | N |
|------------------|------------|------|-------|------------------------------------------------------|---|---|---|---|

2001

Comments

The proposed approach that seeks a commencement of the five year supply for Oxford's needs at 2021 is not supported by the NPPF and is inconsistent with Government guidance. CDC's specific housing need and proportion of Oxford unmet need are both to be met within Cherwell administrative boundary and should be combined and planned comprehensively through a single approach over the Plan period. As such, the overall housing target for Cherwell should also be reviewed to ensure it is up to date and is "drawn up over an appropriate time scale, preferably a 15- year time horizon" (para 157 NPPF). Consequently, the 4,400 dwellings, should be included as part of the adopted CDC requirement at the earliest opportunity, the demand for housing being current and significant. The commitment to prepare a partial review of the Local Plan (April 2018), reinforces the necessity for CDC to progress with a strategy that delivers Plan + Oxford unmet need requirement from the point of the Local Pan Review (from 2018 onwards). This also reinforces the need for a range of sites that can help deliver supply in the short-term. There is no reference in Government Policy nor Guidance that the phased release of strategic sites is a mechanism through which a 5-year housing land supply can be maintained. It is critical that the supply provides a range that offers choice and competition in the market. Indeed, if a strategy were to be pursued that sought a mix of sites from various sustainable locations across the District, such as Banbury, choice and competition would be embedded in that strategy.

Changes Sought

In order to make the Plan sound the wording at para 1 "A separate five-year housing land supply will be maintained for meeting Oxford's needs" should be deleted. Also, the second paragraph should be amended to read "At least 1700 homes will be delivered for Oxford in the period up to 2026 & the remaining homes will be delivered by 2031. The policy should also include text that confirms that CDC proportion of Oxford's unmet needs will be considered as part of the calculation of five-year land supply from the time that the Partial Review plan in adopted.

Reasons for Participation

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|------------------|------------|------|-------|-----------------------------------------------------------|--|--|---|---|
| PR-C-0785 | 10/10/2017 | Nick | Freer | David Lock Associates on behalf of Hallam Land Management | | | N | Y |
|------------------|------------|------|-------|-----------------------------------------------------------|--|--|---|---|

2003

Comments

Policy PR12a sets out that "a separate five-year housing land supply will be maintained for meeting Oxford's needs". Disaggregating five-year land supply calculations for Cherwell is not sound and the Partial Review is not positively prepared or consistent with NP in this regard. It is incumbent upon CDC to fully meet housing supply of Cherwell's needs and Oxford's unmet need in a single requirement figure to ensure sufficient competition and supply in the market place to deliver requirements. NP and guidance does not refer to disaggregating five-year housing calculations. Additionally, Oxford and Cherwell are part of the same HMA as set out in the Oxfordshire SHMA 2014 and share close economic, functional and spatial relationships. It is relevant that this matter has already been considered in the West Oxfordshire Local Plan Examination. The Inspector's preliminary findings (December 2015) found that Oxford's unmet need (if identified) would need to be taken into account in five-year land calculation (paragraph 7.6). Moreover, the issue was specifically addressed in later sessions by the Inspector (Matter 16) when he asked whether it is appropriate for the plan to have separate housing requirement figures for West Oxfordshire's own housing needs and for the unmet needs of Oxford City or whether should be a single figure. Whilst WODC maintained that it was important to identify the separate elements of need for delivery monitoring purposes, they agreed in their statement: "The Council's five-year supply position will be calculated on the basis of one composite annual requirement." (Matter 16 paragraph 9). It is also suggested that Oxford's needs should be met at the earliest possible opportunity and certainly from adoption of the Partial Review. The needs are not newly arising but date back to 2011. New market and affordable homes are required in the housing market area now. This does not prevent the identified sites from coming forward from 2021 onwards but ensures that overall housing market area needs are being met at the earliest opportunity. There are significant affordability issues in Cherwell and Oxford which need to be addressed without delay. Hallam does not object however to the phasing of the additional numbers up to 2026 and beyond 2026.

Changes Sought

Delete "A separate five-year housing land supply will be maintained for meeting Oxford's needs". Amend second paragraph to read "At least 1700 homes will be delivered for Oxford in the period upto 2026 and the remaining homes will be delivered by 2031. Oxfords needs will be taken into account in the calculation of five-year land supply from adoption of the Partial Review."

Reasons for Participation

To elaborate on these representations regarding Policies PR12a, PR12b and PR13 and the soundness of the plan as a whole.

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|------------------|------------|-----|-----------|-------------------------------------|--|--|--|--|
| PR-C-0806 | 10/10/2017 | Liz | Pickering | Education and Skills Funding Agency | | | | |
|------------------|------------|-----|-----------|-------------------------------------|--|--|--|--|

5119

Comments

The ESFA supports Cherwell's steps to ensure housing delivery at pace, which will include early delivery of much-needed schools.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|---------|-------|----------------------|---|---|---|---|
| PR-C-0820 | 10/10/2017 | Richard | House | Gladman Developments | Y | Y | N | Y |
|------------------|------------|---------|-------|----------------------|---|---|---|---|

5078

Comments

Policy PR12a proposes that the five year supply of housing land to meet Oxford's needs will be maintained separately from the five year supply for Cherwell's own needs. The Policy also proposes a staged housing requirement against which the five year supply will be calculated: 1700 homes for the period 2021 to 2026 and 2700 homes for the period 2026 to 2031. * Gladman objects strongly to the identification of a specific housing land supply for Oxford's unmet needs with a separate five year supply calculation. The NPPF states that housing needs must be met in full across the housing market area and for the purposes of Cherwell, the housing market area is Oxfordshire. Therefore, any separation of the five year housing land supply calculation would be contrary to the NPPF and therefore unsound. * Gladman also objects to the proposed staged housing requirement which in effect reflects the points made earlier in this submission regarding the long lead in times for large strategic housing sites. The allocation of a wide range of sizes of site in a variety of sustainable settlements across the District would enable the delivery of the badly needed new houses more quickly. This would accord with the objectives of the NPPF and the Government White Paper 'Fixing Our Broken Housing Market'. * Gladman also has concerns that the Plan provides for the start date of provision of the homes in 2021. As referred to above, the need to address Oxford's unmet need is urgent; the SHMA period began in 2011 and already six years of the need being unmet has already elapsed. The Plan should therefore deliver Oxford's unmet need as soon as possible on a wide range of sites rather than on single large locations; delivery prior to 2021 can only be a benefit. The evidence draws on the advice of the NPPF and the NPPG & SHMA.

Changes Sought

Reasons for Participation

Gladman requests that it is given the opportunity to discuss the significant objections contained within these representations at the Examination in Public. These issues and concerned are identified in table 1 of the attached representations.

| | | | | | | | | |
|------------------|------------|-------|--------|----------------------------|--|--|--|---|
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | Y |
|------------------|------------|-------|--------|----------------------------|--|--|--|---|

5022

Comments

The scale of housing being planned for through the LPPR as Cherwell's contribution to meeting Oxford's unmet housing needs is supported. The proposed 4,400 homes figure reflects the apportionment of Oxford's unmet need between the councils agreed by the Growth Board in September 2016 and which is set out in the Growth Board Memorandum of Co-operation and we also support the proposal to ensure delivery of these homes by 2031. The proposed 2021 start date recognises the likely complexity of the issues needing to be addressed and allows a reasonable lead time for developments to come forward. However, OCC has no objection in principle to earlier housing delivery, provided the strategic infrastructure required to support the new housing exists or can be delivered matched to the accelerated housing.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR12a - Delivering Sites and maintaining Housing Supply

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|------------------|------------|--------|------|--------------------|--|---|--|--|
| PR-C-0833 | 10/10/2017 | Judith | Onuh | Thakeham Homes Ltd | | Y | | |
|------------------|------------|--------|------|--------------------|--|---|--|--|

5121

Comments

Whilst acknowledging that this is a focused plan, it is noted that the Proposed Submission Plan is heavily reliant on large scale sites to meet Oxford's unmet need. The projected delivery for each of the site allocations ranges from 230 units (PR7a - Land South East of Kidlington) to 1,950 units (PR8 - Land East of the A44). Each site is supported by a specific planning policy which sets out the necessary infrastructure improvements. The Local Transport Plan (Appendix 4) includes a list of potential transport projects but does not set specific delivery times and does not provide an estimate of costs or identify the funding available for the projects. It therefore appears that there is a great deal of uncertainty regarding how these projects will be delivered. In order to address this the Proposed Submission Plan includes a commitment at Policy PR11 (Infrastructure Delivery) to work with partners and to prepare a Development Contributions Supplementary Planning Document (SPD). Policy PR13 (Monitoring and Securing Delivery) also includes a commitment to monitor supply and resolve potential obstacles (including infrastructure) to supply. Whilst these positive steps to achieving the necessary infrastructure are welcomed, it is considered that greater certainty is required at this stage. This is particularly pertinent as the Proposed Submission Plan is so heavily reliant on such large scale site allocations. Without greater certainty the necessary infrastructure improvements are unlikely to be delivered in a timely fashion. This, combined with the size of the proposed site allocations, means that it is highly likely that there will be significant delays before the sites start to deliver the necessary housing. This will cause a lag in the delivery of new housing until later in the plan period. Policy PR12a (Delivering Sites and Maintaining Housing Supply) and Policy 12b (Sites Not Allocated in the Partial Review) sets out a framework for addressing potential shortfall in supply. The supporting text for these two policies paragraph 6.165) indicates that a requirement of 1,700 homes has been identified for the period 2021-2026. The Proposed Submission Plan aims to phase the delivery of two sites (PR7a and PR10) so that they can be brought forward earlier in the plan period if an adequate supply is not maintained, and states: "Land South East of Kidlington (Policy PR7a - 230 homes) and Land South East of Woodstock (Policy PR10 - 410 homes) will only be permitted to commence development before 1 April 2026 if the calculation of the five year land supply over the period 2021 to 2026 falls below five years." Delivery of these sites is therefore restricted until 2026 unless supply falls below five years. However, it is noted that the proposed site allocations do not include a buffer above the 4,400 dwelling requirement. They are therefore reliant on 100% delivery and sites PR7a and PR10 are required in any event. Given the potential delays associated with the necessary infrastructure improvements it seems unnecessary to impose a phased approach by restricting the time in which the above two sites can be delivered. CDC continue at paragraph 5.166 to state that "the Council cannot control the rate at which houses are delivered". In order to address this Policy PR12b lists a set of criteria for bringing forward unallocated sites when necessary. The first criterion states that CDC need to take a formal decision that additional land is required to meet supply. As CDC are content that the Proposed Submission Plan allocates sufficient land for development such a decision is unlikely to be taken until later in the plan period. This policy will therefore not allow more small/medium scale sites to come forward in the short term. There is therefore likely to be a period where supply is insufficient for meeting need before the large scale sites start to deliver.

Changes Sought

In order to address this matter, it is recommended that the first criterion is amended to ensure that the trigger for consideration of unallocated sites is evidence based rather than following a decision of CDC. We therefore suggest amending the criterion as follows: "1. It can be demonstrated that there is a lack of a sufficient five year housing land supply" This approach will ensure that the trigger is based on up to date evidence rather than a more reactive decision made at a fixed point in time, thereby achieving a far greater level of flexibility. In addition, it is recommended that the Policy makes provision for reserve sites either as part of the Proposed Submission Plan. The provision of additional small/medium scale sites will increase flexibility and the speed at which the Proposed Submission Plan can meet its requirements. This combined with the suggested wording above will ensure that any delay caused as the result of the large scale allocations/infrastructure improvements can be addressed in a positive and proactive manner as required by paragraph 182 of the NPPF.

Reasons for Participation

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|------------------|------------|--------|----------|-------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y |
|------------------|------------|--------|----------|-------------------------------------------------------------------------------------------------|---|---|---|---|

5015

Comments

Overall, the Tripartite supports the intention to expedite the delivery of housing to meet Oxford's pressing needs. This is in line with the Government's Housing White Paper - Fixing our broken housing market (2017), which proposes to encourage local authorities to be more pro-active, with a clear and consistent assessment of new housing delivery with a new Housing Delivery Test as well as better information on build out rates required from developers on a site by site basis to improve transparency. However, five-year housing land supply is a rather crude tool for the phasing of delivery and provisions are already made within other policies in the Plan to monitor and maintain housing supply. It is therefore unnecessary. Hence, the fifth paragraph causes the Tripartite concern as it fails to have regard to the arrangements in the key strategic development site allocation policies, such as Policy PR8, which make provision for the application(s) to be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan will also include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how a five-year supply of housing (for the site) will be maintained year on year. The Tripartite considers that such Plans should be realistic, accounting for and responding to lead-in times and sensible build rates, including a good mix of house types and sizes, and then being pragmatic about how quickly they will be delivered so that supply is maintained throughout the Plan period. It should be recognised that no one site is the same and that a reasonable and realistic approach to evidence and justification will be required.

Changes Sought

Add to fifth paragraph: This will be achieved via a Delivery Plan submitted at the application stage on the strategic development sites demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan will also include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how a five-year supply of housing (for the site) will be maintained year on year taking into account infrastructure requirements, lead-in times and sensible build rates, including a good mix of house types and size.

Reasons for Participation

The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.

Proposed Submission Plan - Policy PR12a - Delivering Sites and maintaining Housing Supply

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|

5385

Comments

The purpose of the Local Plan Review is to meet Oxford's unmet identified housing need and therefore ensuring the timely delivery of this additional level of housing need is paramount which is clear from the time limited nature of the review. In this regard, CCE has significant concerns regarding the Council's pursuit of growth at sites PR7, PR8, PR9 and PR10 which will lead to a substantial overconcentration of development (circa 3,220 dwellings) within a relatively small market area which will have significant implications on delivery. The strategy as proposed will see the requirement for an additional 4,400 dwellings entirely provided within the relatively confined south Cherwell / north Oxford area. Collectively, these sites are expected to start delivering units by 2021 at an average rate of 440 units per annum. It's also notable that Policy 12a requires each site to be supported by a 'whole site' development brief. Again, this will have implications on the timescales for housing delivery. The proposed rate of delivery is high, particularly when considered against the existing District wide commitment under the Local Plan to deliver circa 1,142 dwellings per annum. Between 2011 and 2016, a total of 3,477 dwellings were completed (685 dwellings per annum). Therefore the expectation to deliver circa 1,730 units per year between 2021 and 2031 is ambitious particularly considering the most completions ever recorded in the District within a single year was 1,425. The dispersal of the housing requirement to include other sustainable settlements, such as Islip, will greatly assist with housing delivery, as well as ease congestion in already troubled areas. As set out in our representations to Policy PR4a, CCE has a significant land holding in Islip entirely within its sole ownership. This site, as demonstrated through representations submitted in January 2017, can deliver development quickly at varying scales from circa 100 units on a single discreet parcel to a new settlement of circa 1,700 units. Soundness - The evidence base prepared to support Policy PR12a is not sufficiently robust to justify the strategy being progressed in the draft Local Plan, as it will provide an over concentration of housing within a relatively small market area with known congestion issues. The plan has failed to consider the reasonable alternatives, is not justified and is unsound. The draft Plan is not Effective and is unsound.

Changes Sought

The spatial strategy for growth as proposed is flawed with significant gaps in the evidence base. There is specific concern regarding CDC's focus on development along the A44 corridor and Kidlington. The requirement to deliver circa 1,730 dwellings per annum across the district (440/annum in the north Oxford area) between 2021-2031 warrants the Council giving further consideration to the need to disperse development to other settlements capable of delivering sustainable growth, such as Islip. Further distribution of the required levels of growth will assist in meeting the very ambitious housing delivery targets while ensuring that development comes forward at a sustainable rate within this area of Cherwell. Land at Islip should be released from the Green Belt and allocated for housing. More detailed consideration should be given to the release of Green Belt land around Islip which could potentially accommodate circa 1,700 dwellings. As demonstrated elsewhere in the representations by CCE, the release of this land would not harm the five purposes of including land within the Green Belt and would greatly assist in distributing the provision of new homes across the District, thereby reducing the impact on infrastructure in only one confined area. New development at this location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR12

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5306

Comments

While we object to any release of land in the Green Belt including the allocated sites, we have a further concern relating to the possible overall location of land for housing in the event that any or all of the allocated sites are confirmed for development in any adopted plan. PR6a, 6b, 7a, and 8, the land areas allocated specifically for residential development (i.e. not the total site areas) are approximately 50% higher than would be necessary to accommodate the stated number of houses at the net densities specified. For example the largest site (PR8) for 1950 houses at 45dpha net should require 43.3ha. Whereas the allocation is for 66ha, over 50%larger. The definition of net density is not specified in the plan though it usually includes access roads, parking, incidental open space and play areas. There are separate allocations for schools and a local centre, so it appears that the areas allocated specifically for residential development are significantly too large. Given the desirability of this land to developers, there is a clear risk that permission could be sought for significantly higher numbers of dwellings over and above the intended provision, resulting in even greater environmental harm and pressure on infrastructure. We are therefore concerned about the provision in PR12a (para 7) that should more than 4400 houses be built this will be taken into account in meeting Cherwell's own need, which would appear to be an incentive to the Council to approve higher numbers than set out in this plan."

Changes Sought

All allocations should be withdrawn because they are premature (need not yet established) and because alternatives to Green Belt development exist. However if some or all of the allocations are confirmed (which we completely oppose) then the plan should be amended to ensure that no more than the specified numbers of houses will be permitted (e.g. by reducing site areas or other stipulations).

Reasons for Participation

We (Kidlington Development Watch – KDW) consider this is necessary because of: our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

Proposed Submission Plan - Policy PR12a - Delivering Sites and maintaining Housing Supply

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|------------------|------------|--------|---------------|--|---|---|---|---|
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
|------------------|------------|--------|---------------|--|---|---|---|---|

5366

Comments

If the aim is to provide 1,180 houses in the area south of Kidlington, the least damaging locations would be at Stratfield Farm (site 49) and south of Gosford (sites 178, and HELAA 243 incidentally, a new site not identified at the Issues and Options stage). The two assessed sites have existing small allocations, but the theoretical capacity is far higher. The Initial Sustainability Appraisal (which excluded site 243) set these at 523 and 1,388 respectively. Allowing 3.2 hectares for a new primary school, probably best sited at the Gosford sites, and the 0.7 hectares identified for a cemetery extension in the Submission draft PR7a no. 3, the total net combined land available would be 34.26 + approximately 5 hectares of previously unidentified site HELAA 243. Adding in the existing allocation of 220 + 120, the total number of dwellings required to replace those not developed south of Oxford Parkway becomes 1,520. This represents an overall net density of 38.7 dph (1,520/39.26), which is lower than the 40 dph proposed in the submission draft in PR6a, less than the 45 dph proposed in Policy PR8 and less wasteful of Green Belt land than the 25 dph proposed in policy PR6b, or, to put the figures in greater perspective, withdrawing 60 hectares of land from Green Belt protection (Policy 6A, 6B) contributes 1,180 houses at a net density of just under 20dph. Detailed comments are provided in relation to the selection of alternative sites PR178 and PR49 and the Kidlington Masterplan.

Changes Sought

PR3, 6a, 6b - Delete references to PR6a and 6b in PR3. Rewrite all references to sites in Kidlington gap, deleting allocations, setting out playing field allocation in land east of A4165. Allow mixed use on land identified within Policy 3c playing fields, residential allocation of 140 written as a new policy. PR7 a and PR7b - Increase allocation to 1,520 between these sites. Retain a small buffer area to the west of Stratfield Farm. Remove reference to playing fields. PR12a - Rewrite to avoid incentive for future allocations beyond those allocated in the plan, or delete.

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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|------------------|------------|--------|---------------|--|---|---|---|---|
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
|------------------|------------|--------|---------------|--|---|---|---|---|

5375

Comments

Not consistent with national policy. The allocations in Policies PR3, PR6A, PA6B, PR8, and PR12a by virtue of their location, scale, and likelihood to lead to future harm to the Green Belt, fail to demonstrate the 'very special circumstances' required to offset the protection against inappropriate development in the Green Belt, and the coalescence of settlements.

Changes Sought

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

5391

Comments

The Policy sets out the Council's proposed approach in respect of managing the supply of housing to meet the needs of Oxford City. A separate five year supply is proposed with the City's need ring-fenced. As agreed by the Oxfordshire Growth Board the requirement to start to meet the needs of Oxford City will not commence until 1st April 2021. Whilst we consider that the proposed approach to ring-fencing the Oxford City requirement to be appropriate we do have concerns regarding the soundness of artificially restricting the delivery of sites. The unmet needs of Oxford City is a long standing issue which has significantly restricted the ability for sufficient housing, both market and affordable, to be delivered. The work of the Growth Board and the commitment of the majority of the Oxfordshire authorities to meeting these needs is commended and is a significant positive step forward in addressing this issue. Whilst the Growth Board did assume a start date of 2021 for the commencement of development following adoption of the relevant Local Plan reviews etc. it did highlight that: "This assumption does not preclude earlier delivery, but does recognise the complexity of the issues being considered and consequently has sought to factor in reasonable lead times to enable options to come forward and to be fully considered through the Local Plan process." As such it is considered that Cherwell's proposed approach of seeking to prevent the delivery of homes prior to 2021 is unsound it that it is not justified, effective or consistent with national policy. The proposed approach is clearly contrary to the Government's ambition of boosting significantly the supply of housing and seeks to further delay the delivery of much needed new homes to meet the needs of Oxford City which has already been restricted for a number of years. As such, the Policy should be amended to allow for the early delivery of sites if they are able to do so. This amendment will ensure the Plan has sufficient flexibility to adapt should some of the proposed allocations not deliver as anticipated or should be unmet needs of Oxford City which Cherwell needs to meet increases – circumstances which are recognised by the Council themselves in Policies PR12a and PR12b. In addition to seeking to restrict the delivery of all of the sites to meet the needs of Oxford City until 2021, the Policy seeks to further restrict the delivery of the land south east of Kidlington (Policy PR7a – 230 homes) and land south east of Woodstock (Policy PR10 – 410 homes) until 2026. As noted above, the agreement to an assumed start date of 2021 was to reflect the lead in times for some of the proposed developments and does not preclude the earlier delivery of sites. Clearly some of the allocations proposed through the Partial Review Local Plan are significant in scale (up to 1,950 homes) and will have longer lead-in times to delivery. Where sites are not subject to significant lead-in times, their early delivery should not be restricted if they are able to do so. In particular, there are no requirements or restrictions which would prevent the early delivery of the client's portion of the land south east of Kidlington allocation. As such, the phasing restriction on the delivery of this site should be removed. Without this amendment it is considered that the Plan as currently drafted is unsound.

Changes Sought

The Policy should be amended to allow for the early delivery of sites if they are able to do so. This amendment will ensure the Plan has sufficient flexibility to adapt should some of the proposed allocations not deliver as anticipated or should be unmet needs of Oxford City which Cherwell needs to meet increases – circumstances which are recognised by the Council themselves in Policies PR12a and PR12b.

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

5524

Comments

We support the proposed allocation of the site. As shown by the additional work undertaken on behalf of our client, there are no known constraints to the delivery of the site. We have a number of detailed comments on the proposed policy criterion which are set out in Section Three of this Statement.

Changes Sought

See detailed comments

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

Proposed Submission Plan - Policy PR12a - Delivering Sites and maintaining Housing Supply

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | N | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

5523

Comments

We consider the proposed approach to ring-fencing supply to meet the needs of Oxford City to be sound. There is no justification to seek to artificially delay the delivery of site and this is considered to be unsound.

Changes Sought

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|

5495

Comments

CDC's Partial Review Trajectory allows for a considerable amount of time for scheme and site preparation (2018/19 to 2021). Sites need to be brought forward sooner to meet Oxford's historic unmet need. The delivery rates for the first year, 2021/22 are low for all housing sites allocated as part of the Partial Review, particularly compared to the projected uplift in the second of year 2022/23. As set out in the Housing Trajectory, there is an overreliance on housing delivery at Land East of the A44, Begbroke (Policy PR8). Within the first five-year supply period (2021/22 to 2025/26) CDC expects the site to deliver a total of 825 homes. The trajectory forecasts high completion rates that increases from 50 homes per annum in the first year (2021/2022) up to 225 homes per annum for the final three years (2023/24 to 2026/27). This development programme is ambitious. CDC's Partial Review housing trajectory is not considered to be robust or realistic. If delivery is delayed on a particular site, the Council must be required to fully address the unmet need of Oxford City within the District as a whole; bearing in mind Oxfordshire is the housing market area. As already stated, there are no practical benefits from having a separate five-year housing supply, and the risk will be one of failure to address Oxford City's unmet need if that is limited to specific sites.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed.

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|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|

5496

Comments

A2D object to CDC's approach under Policy PR12a of having a 'standalone' five-year housing land supply requirement for Oxford's needs. There should be a single housing requirement for the plan. There is no justification for a separate figure to be applied. If delivery is delayed on a particular site, the Council must be required to fully address the unmet need of Oxford City within the District as a whole; bearing in mind Oxfordshire is the housing market area. There are no practical benefits from a separate requirement for unmet need and the risk will be one of failure to address unmet need if that is limited to specific sites for the purposes of 5-year supply of housing. With the Oxfordshire Growth Board's (OGB) acceptance of significant unmet need associated with the City, it is essential that it is addressed at the earliest opportunity – this will occur if included within the District's overall target rather than as a separate requirement.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed.

Proposed Submission Plan - Policy PR12a - Delivering Sites and maintaining Housing Supply

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|------------------|------------|------|-----------|-------------------------------------------------------------------------|---|---|---|---|
| PR-C-1445 | 10/10/2017 | Greg | Blaquiere | Terence O'Rourke Ltd on behalf of Vanburgh Unit Trust and Pye Homes Ltd | N | Y | N | Y |
|------------------|------------|------|-----------|-------------------------------------------------------------------------|---|---|---|---|

5310

Comments

Cherwell's approach to housing delivery, including with reference to the need to demonstrate a five-year housing land supply at all times in the plan period, seeks to establish (through policy) the year 2021 as a start date for the delivery (at the earliest) of homes needed. The justification is that this would have regard to the time needed to complete the Local Plan process and for developers to obtain planning permissions. The length of this lead-in period may be realistic, but national planning policy seeks to remove barriers to delivery and provides no support to an artificial policy constraint that will hold back sustainable development whilst the local plan process is concluded. Development that is sustainable should go ahead without delay. It is unreasonable and unjustifiable to put a date restriction on delivery. The need for homes is immediate and significant. The delivery of these homes should commence at the earliest opportunity. The proposed phased land release, which is said to assist with maintaining a 5 years supply and specifically seeks to delay the delivery of Land South East of Woodstock until 2026 (unless the calculation of the five year land supply over the period 2021-2026 falls below five years) is unsound, including for the following reasons: o The approach is not justified. It is not necessary to address land supply in this way – in accordance with National Planning Policy Guidance any overprovision in housing from the start of the plan period will continue to count towards the five year land supply. It is not discounted and Cherwell should not be fearful of overprovision. Hence securing earlier delivery will positively assist the Council in maintaining a rolling five-year housing land supply and should be encouraged. o The approach is not positive and could be ineffective. It provides an unjustified barrier to delivery. It would frustrate the ability to deliver suitable sites and introduce uncertainty as to when to submit planning applications (or not), not least given the uncertainties regarding lead in periods. o Whilst it is acknowledged that development is to be planned, ultimately Cherwell cannot and should not seek to control the rate of delivery. This would be ineffective and there is no substantive evidence to the contrary. o There is no reason to phase the release of this site with reference to infrastructure or employment provision. o The approach is inconsistent with national policy, specifically NPPF 47, which requires an illustrative trajectory but no mechanism to control, and in this case slow-down, the rate of delivery of much needed housing. Sites outside of the Green Belt, such as Land South East of Woodstock which is deliverable and developable now, would have the ability to be progressed through the planning application process in parallel with the Local Plan process, allowing them to come forward earlier than the timeline set out in the draft Plan. They should be prioritised. Such an approach would assist in the overall effectiveness of the plan and would be a reasonable and justified approach to achieving a boost in housing supply through sustainable development.

Changes Sought

The Council will manage the supply of housing land for the purpose of constructing 4,400 homes to meet Oxford's needs. A separate five-year housing land supply will be maintained for meeting Oxford's needs and delivered by 2031. For the period 2026-2031, the Council will maintain a land supply equivalent to the number of remaining years of that period taking into account any delivery surplus or shortfall and a 5% additional requirement. If there has been a record of persistent under delivery of housing in meeting Oxford's needs, the Council will increase the buffer to 20%. Should planning permission be granted for housing that will be delivered beyond 2031 and which results in the requisite 4,400 homes for Oxford being exceeded, this will be taken into account in meeting Cherwell's housing need in the next Local Plan review. Should the 4400 homes not be fully delivered by 2031, they will continue to be developed but will not contribute in meeting Cherwell's housing need in the next Local Plan review.

Reasons for Participation

To elaborate on the points raised should it be deemed necessary.

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|------------------|------------|-------|--------|-----------------------------------------------------|--|--|---|--|
| PR-C-1449 | 10/10/2017 | Janet | Rowley | WYG on behalf of Barwood Development Securities Ltd | | | N | |
|------------------|------------|-------|--------|-----------------------------------------------------|--|--|---|--|

5285

Comments

"Objection to Policy PR12a on the basis that it meets none of the soundness criteria stated at NPPF paragraph 182. There is no explanation as to why the sites at South East of Kidlington or South East of Woodstock have been identified as having delivery deferred to the final five years of the plan period. Whilst the explanatory text to the policy notes that larger strategic sites may have a longer lead in period to their delivery, the policy fails to recognise that in its drafting. These representations promote the development of land to the South East of Kidlington for 430 dwellings, but even at the current policy drafting level of 230 dwellings, delivery within 5 years, where there is substantial ground works and site infrastructure to be in place, would be challenging. Moreover, a large portion of the site at South East Kidlington (whether that be the proposed plan allocation or as per our client's vision document proposals) is allocated for the significant delivery of formal sports provision. As the policy notes, this provision is to address the needs of the wider community not just meeting the needs to the development itself. The clear implication of the timeframes included within Policy 12a, therefore, is that this current deficiency in sports pitch provision would not be addressed until the end of the plan period. The Local Plan Review fails to identify how any harm would arise if Oxford's unmet need were to be met earlier than 2026. Indeed, if this were to happen then the Council would have successfully met the NPPF requirements noted above. On this basis, therefore, and given that by the plans adoption there will at best be 13 years left of the plan period, the need for any phasing or restriction of sites to deliver the Oxford unmet need is considered unnecessary. The policy is unsound in that it is not positively prepared (as it delays meeting the unmet requirements from the neighbouring authority). It is not justified as it is not the most appropriate strategy for meeting Oxford unmet need. It is not effective as it delays commencement of development on large scale sites to a point in the plan period where they may not be capable of delivery before the plan end date and it is not consistent with national policy, specifically with NPPF paragraphs 47 and 179."

Changes Sought

Reasons for Participation

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|------------------|------------|-----|-------|------------------------------------------------|---|---|---|---|
| PR-C-1454 | 10/10/2017 | Liz | Boden | Pegasus Group on behalf of Richborough Estates | Y | Y | N | Y |
|------------------|------------|-----|-------|------------------------------------------------|---|---|---|---|

5268

Comments

The calculation of a separate five year housing land supply for the Oxford unmet need is considered to be unrealistic & ineffective in managing the supply of housing. The difficulty of separately monitoring the five year housing land supply of the Oxford unmet need to the rest of Cherwell's housing requirement relates to the extent to which Cherwell District Council (CDC) can ensure the delivery of this unmet need in accordance with Paragraph 47 of the Framework. In circumstances where the supply falls to below a five year housing requirement in delivering the unmet need, the question arises as to what remedies are available to CDC to rectify this deficiency. As the unmet need would be expected to be delivered from a few specific allocated sites in an area heavily influenced by Green Belt it would therefore be very difficult to demonstrate & maintain a rolling five year supply if issues were experienced with any of the proposed allocations designated to meet Oxford's unmet need. We consider that the only appropriate way to deal with this matter is that whilst there is a specified unmet need & specified site allocations within the emerging Partial Review to meet that unmet need, in the event that the specified supply does not come forward, the remedy in meeting that unmet need must extend to the whole of the administrative area for Cherwell District. This would give the flexibility needed to ensure that the unmet need can be delivered. Furthermore, the Council have imposed an artificial constraint on housing supply as the first 5 year period for monitoring & delivery is set at 2021-2026. However, it is the case that Oxford's need exist now & there is therefore no reason to impose this artificial constraint on the market until 2021. The delay appears to have only been caused by the location & nature of the site's that the Council has chosen to allocate, which are of a type that will take some time to deliver housing. Evidence contained within the Council's Housing & Economic Land Availability Assessment (HELAA) identifies that there has been a significant under delivery of housing in the District since 2011. We consider that the Plan should seek to rectify this under delivery as soon as possible & that this requires the allocation of a wide range of sites throughout the District to meet both the requirement for Cherwell & the unmet need from Oxford. The Plan should not seek to implement phasing mechanisms to bringing sites forward for specific needs when sites are readily available & deliverable now to meet the identified needs. The inclusion of Policy PR12b 'Sites Not Allocated in the Partial Review' is therefore considered to be unnecessary. Representation includes 3 x Appendices: 1: Five year housing land supply report, August 2017, Turley, 2: Site location plan, 3: Illustrative masterplan.

Changes Sought

Reasons for Participation

To enable full consideration of the above issues identified within this representation.

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|------------------|------------|---------------|----------|--|--|--|---|---|
| PR-C-1490 | 09/10/2017 | Ian and Helen | Kingsley | | | | N | N |
|------------------|------------|---------------|----------|--|--|--|---|---|

4680

Comments

Objection to Policy PR12 This Policy is a ploy to keep open plans for other Green Belt land that have not been unspecified in this plan. We support CDC rejection of sites around Kidlington that were initially identified for possible development (for example: PR14, PR17, PR27 and PR125). We agree they are not suitable for development and although strong representations will undoubtedly be made by developers/landowners all challenges to modify this decision should be strongly resisted. This, we see, is an underhand way of slipping in developments that have been previously rejected. We are most grateful for the opportunity to offer our objections to these proposals and hope that you will take them into consideration when you make your deliberations.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Policy PR12a - Delivering Sites and maintaining Housing Supply

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|------------------|------------|-------------|---------|-------------------------|--|--|---|---|
| PR-C-1500 | 09/10/2017 | Mrs Valerie | Russell | Bodicote Parish Council | | | N | N |
|------------------|------------|-------------|---------|-------------------------|--|--|---|---|

4703

Comments

Bodicote Parish Council has obvious concerns with the para. 5.166, which states that "If a five year supply cannot be raised for reasons outside the Council's control, planning applications for unplanned development might be submitted. This para. Acknowledges that the Council cannot force developers to adhere to house building trajectories. Cherwell District Council's 'Annual Monitoring Report' has already shown us that house building targets have been down on estimated numbers. In reality if the Council has no control over housing delivery rates then they have no real control over the developers, who will of course state that they can maintain a five year housing supply to get the applications through, but then could negate through reserved matters. If developers do not deliver the requirement of 1700 homes within the first period 2021-2026 there is a real concern that many of the sites that were put forward for development and dismissed as areas of interest WILL (not might) be targeted as additional sites for Oxford's Unmet Housing Need.

Changes Sought

Policy PR12a states that "Permission will only granted for any of the allocated sites if it can be demonstrated at application stage that they will deliver a continuous five year housing land supply on a site specific basis ..." " In the interest of securing delivery, planning conditions will be used to place time restrictions on the unimplemented "life" of planning permissions." This Policy must be strictly enforced.

Reasons for Participation

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|------------------|------------|-------|----------|--|--|--|--|--|
| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
|------------------|------------|-------|----------|--|--|--|--|--|

5145

Comments

Incorrect consultation form used. Comments relate to proposed submission plan. Agree with phasing of land release, but this should start with strategic sites nearest Oxford and in Kidlington (PR6a, PR6c, PR7a and PR7b) so as to delay the impact on Yarnton so that the impact of any reduction in the numbers of dwellings required can be concentrated there.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|

5266

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not "justified" or "consistent with national policy". This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that "under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan". The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored "all other reasonable options" &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the "exceptional circumstances" required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC's approach is predicated on an assumption that "Oxford's Housing Needs" form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that "the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the 'best fit' of local authority boundaries to a functional housing market area." More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) "it is not the role of, or possible for, the plan to prescribe where people live and work;" and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a "separate five year housing land supply . . . For meeting Oxford's needs." This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF's presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW's concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a "reasonable option" for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW's concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish "exceptional circumstances" for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW's comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 "approximately 14 % of Cherwell lies within the Oxford GB". Thus CDC need to demonstrate "exceptional circumstances" as to why this housing cannot be located within non GB locations comprising 86 % of the District. Their fundamental concern with this draft policy is not appropriate when, as established above, the housing need originating in Cherwell and the unmet housing originating in Oxford CC cannot, in reality, be differentiated. Indeed the Foreword to the Submission Plan notes. "there are many interdependencies between Cherwell and Oxford". The Submission Plan suggests that the objective of maintaining a separate five year land supply of housing sites to specifically meet Oxford's unmet need within Cherwell is to 'ensure that the necessary housing supply will be maintained' (Executive Summary para xxi). TW consider that the opposite outcome will be achieved as any shortfall in supply originating within either area of demand will not engage the provisions of the NPPF (para 49) across Cherwell. In fact, in a situation where District wide housing supply is providing a five year land supply but the unmet housing need housing supply is not it is entirely unclear how the latter under supply would be remedied – beyond the provisions for a Partial Review of the Local Plan (Policy PR12b) – with which TW also have substantial concerns (see below). It is important that the Submission Plan does not constrain the "safety valve" such that under supply is capable of being accommodated through the provisions of the NPPF (paras 14 and 49). This is not reflected in the current policy approach and does not therefore reflect national planning policy.

Reasons for Participation

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

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|------------------|------------|-------|---------|--------------------------------------------------------|---|---|---|---|
| PR-C-1537 | 10/10/2017 | Helen | Hartley | Nexus Planning on behalf of Hollins Strategic Land LLP | N | N | N | Y |
|------------------|------------|-------|---------|--------------------------------------------------------|---|---|---|---|

4828

Comments

Delivering Sites and Maintaining Housing Supply. Hollins Strategic Land do not consider that the Council proposal to ring-fence the 4,400 dwellings of unmet need for Oxford separately from the needs for Cherwell for the purposes of five year housing land supply calculations is a sound approach. As set out above, the whole of Cherwell falls within the Oxfordshire HMA and the housing needs identified applies to the whole of the district. There is no distinction to be made between the part of the district closest to Oxford and the rest of the district and this approach is not supported by any national policy or guidance. It is inappropriate and unjustified for the Council to be seeking to create an artificial distinction between housing need for the part of the district closest to Oxford and the rest of the district.3. Furthermore, Policy PR12a is not considered consistent with national policy. Local planning authorities are required to maintain a 5 year supply explicitly in order to 'boost significantly the supply of housing' and 'provide a realistic prospect of achieving the planned supply' (paragraph 47 of the NPPF). The proposals to ring-fence the apportionment of Oxford's unmet need, and to delay the start of the 5 year monitoring period until 2021, will serve to prevent sustainable and deliverable sites elsewhere in the district from coming forward to contribute positively towards the district's housing requirement, thereby helping to address the acute need for housing within the HMA, in line with the aspirations of national policy.4. Moreover, the delay in the monitoring of progress until 2021 will give rise to a lack of certainty that the proposed numbers can be delivered and this will only exacerbate the need in future years of the Plan.5. The approach towards calculating five year supply set out in Policy PR12a is not 'justified', 'positively prepared' or 'consistent with national policy'. Accordingly, HSL argue this part of the Proposed Submission Plan is not sound in accordance with paragraph 182 of the NPPF.

Changes Sought

6. To be considered sound, the unmet need of 4,400 dwellings should be considered together with the housing requirement for the rest of the district in one calculation.

Reasons for Participation

For reasons set out in the comments submitted, HSL are of the view that the Local Plan (Part 1) Partial Review does not address matters which run to the heart of Soundness and request the opportunity to make oral representations to this effect.

Proposed Submission Plan - Policy PR12b - Sites Not Allocated in the Partial Review

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| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | N | Y | | |
| 821 | <p>Comments</p> <p>This policy is related to sites which are not allocated in the Partial review and sets out that such sites would only be permitted under certain circumstances. In respect of Gosford and Water Eaton Parish area such a policy does raise concerns. The plan as proposed allocates 3 significant sites for housing and removes 2 others from the Green Belt. These are Water Eaton Park and Ride and land between the A34 and PR6b which the Plan states in 5.39 is not suitable for residential development. The remaining open areas within the Parish are shown as Green Belt and in some cases also as protected public open spaces. On the face of it would seem unlikely that any application within the Parish (unless within the existing built up area) would be acceptable to the Council under this Policy. This is because remaining open land would be Green Belt (and in effect protected under Policy PR1 and Policy ESD14 of the Local Plan). However presumably the Council consider that such a proposal could come forward hence the need for the policy. In our view land identified as Green Belt following this review should remain Green Belt permanently and under no circumstances would further development on it be permitted. Note that there is an additional clause requiring consultation and support of the local community. It is unclear how local community support would be considered. It is difficult for us to believe that if the Council was faced with having to consider other sites to ensure that they meet the housing supply that local community objection would be sufficient to prevent development going ahead. In the interests of providing certainty it would seem more appropriate to have a robust Plan that is deliverable and ensures that remaining areas are fully protected rather than allowing exceptions such as provided for by this policy.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | This policy should not allow for any additional development or release of Green Belt land within the Parish. | | | The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision. | | | | |
| PR-C-0305 | 25/09/2017 | Martin | Small | Historic England | Y | Y | N | |
| 911 | <p>Comments</p> <p>Historic England welcomes the presumed intention behind requirements 5(h) and 5(i) of Policy PR12b for the application to be supported by a Heritage Impact Assessment which will "include measures to avoid or minimise conflict with the identified heritage assets within or adjacent to the site" and a desk-based archaeological investigation which may "then require predetermination evaluations and appropriate mitigation measures" as part of the positive strategy for conserving and enjoying, and clear strategy for enhancing, the historic environment as required by the National Planning Policy Framework. However, requirements 5(h) and 5(i), as drafted, only requires the Heritage Impact Assessment to include these measures and only notes that the archaeological investigation may require predetermination evaluations and appropriate mitigation measures respectively. It does not require these measures to be incorporated in or to influence the actual development scheme. The policy therefore provides inadequate protection for the Grade II listed Spring Hill, listed buildings adjacent to the site and potential archaeological remains on the site. As the Council will be aware, paragraph 126 of the National Planning Policy Framework requires local planning authorities to recognise that heritage assets are an "irreplaceable resource" and "conserve them in a manner appropriate to their significance". Paragraph 129 notes that the significance of a heritage asset can be affected by development affecting its setting. Historic England therefore considers that Policy PR9 as written does not conform with the Framework and thus is not sound.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Requirement 5(h) of Policy PR12b should be reworded as follows: (h) The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with the identified heritage assets within and adjacent to the site. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme." Requirement 5(i) should be reworded as follows: "(i) The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme". | | | | | | | |
| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foyn | Pegasus Group On behalf of the Dorchester Group | Y | Y | N | Y |
| 1288 | <p>Comments</p> <p>Dorchester Group support the principle of Policy 12b i.e. that additional land may be needed however an objection is made to the wording as the "trigger" appears to be the Council taking a formal decision that additional land beyond that allocated is required to ensure the requisite housing supply. The trigger should be the housing land supply to meet Oxford's unmet need</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | The Policy should be redrafted to amend Points 1 and 3 so that point 1 reads as follows and point 3 is deleted: Point 1. The Council is unable to demonstrate a five year land supply for the unmet needs of Oxford City. Point 3 should also be deleted as sites identified in a HELAA are not necessarily any more sustainable than sites which have not been assessed and included in the HELAA. Point 5 bullet points should be deleted as this is the Validation Check list for an application. | | | Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale. | | | | |
| PR-C-0559 | 09/10/2017 | Keerpa | Patel | South Oxfordshire District Council | | | | |
| 1387 | <p>Comments</p> <p>There are certain criteria for how planning applications will be treated on non-allocated sites to meet Oxford's unmet need. However, more clarity should be provided in respect of how will it be determined/justified as to whether or not a particular application should meet Oxford's unmet need or the district's requirement?</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | PR12b - More clarity should be provided in respect of how will it be determined/justified as to whether or not a particular application should meet Oxford's unmet need or the district's requirement? | | | | | | | |
| PR-C-0629 | 09/10/2017 | Mrs Rosie | Lodwick | | N | | N | |
| 1555 | <p>Comments</p> <p>Written with particular reference to land east of the Moors (sites PR14 & PR27), and supports the omission of the sites from the Plan. Policy PR12b states that "Applications for planning permission for the development of sites ...that are not allocated in the Partial Review will not be supported unless..." I consider that this is not legally sound because it implies that development could still be allowed under certain circumstances. None of these include the "exceptional circumstances" necessary to remove GB designation. The site is unsuitable for development. It lies on the western edge of St. Mary's Conservation Area and would be detrimental to the setting of the church and historic houses nearby. The landscape is of particularly high value. The many footpaths are hugely popular used by many organisations and individuals from near and far. The GB should continue to safeguard this area. Development would generate traffic onto a narrow road that already has traffic calming measures. The land at the eastern end of PR14 is liable to flooding which does not show on Environment Agency maps, but there is photographic evidence. Development would be likely to result in an expansion of the current area of flooding.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | In order to make this Plan sound, it would need to add the requirement to PR12b for "exceptional circumstances" to exist for development in all the unallocated sites in the Green Belt. | | | | | | | |

Proposed Submission Plan - Policy PR12b - Sites Not Allocated in the Partial Review

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|------------------|------------|------|-------|------------------------------------------------------|---|---|---|---|
| PR-C-0784 | 10/10/2017 | Nick | Freer | David Lock Associates on behalf of Gallagher Estates | Y | Y | N | N |
|------------------|------------|------|-------|------------------------------------------------------|---|---|---|---|

2002

Comments

Policy PR12 enables alternative sites to come forward to meet the unmet need, if the sites currently proposed at Table 4 do not deliver at the projected rate to meet the housing requirement identified to be delivered over the Plan period. Whilst there is no objection to the principle of the policy & its intentions are understood, the NPPF makes clear the test to be taken in the absence of a 5 year housing land supply (paragraph 49) , & the primacy of this test above the local plan policy PR12b must be made explicit within the policy. The conditions referred to in policy PR12b that must apply for the Council to offer support to a site must only be relevant where the Council do have a 5 housing land supply. If the Council does not have a 5 year housing land supply then paragraph 49 of the NPPF applies, and not Policy PR12b. Detailed comments on criteria 2, 3 and 4 provided.

Changes Sought

In order to make the Plan sound the criteria for PR12b should be amended. Suggested change to criteria 2 and suggested deletions of criteria 3 and 4.

Reasons for Participation

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|------------------|------------|------|-------|-----------------------------------------------------------|--|--|---|---|
| PR-C-0785 | 10/10/2017 | Nick | Freer | David Lock Associates on behalf of Hallam Land Management | | | N | Y |
|------------------|------------|------|-------|-----------------------------------------------------------|--|--|---|---|

2004

Comments

Policy PR12b is a contingency policy for bringing forward sites should it become apparent additional land is required (most likely due to slower than expected delivery of the allocated sites). It also sets out the tests such applications would need to meet. Hallam does not object to this policy in principle but it is necessary to make changes in order for it to be consistent with national policies. It should be noted this could only apply at a point where CDC still has at least five years' supply of housing land but it becomes apparent that this will no longer be the case unless other sites are brought forward. If there is already an absence of five-year supply then paragraph 49 of the NPPF would apply in any case. Policy PR12b also cross refers to Policy PR1 which, in turn, states that proposals should accord with Policies of the Partial Review. The Partial Review, however, mostly sets out site specific policies for delivering the 4,400 dwellings constituting Oxford's needs. It is suggested that criteria (2.) is amended to be specific about the tests to apply to such applications. The policy criteria should not cross refer specifically to the Housing & Economic Land Availability Assessment (HELAA). This is an evidence document, not a policy document, and could change over the life of the plan. It is not appropriate to include policy criteria in which applications are judged against the conclusions of a land assessment. It is important, however, that the Council can be satisfied that housing will be delivered on the additional sites brought forward. The wording should be revised to refer only to "the site can deliver housing in the plan period". Hallam agree with the importance of community consultation but the policy should place a greater emphasis on delivering sustainable development for local communities. There are also many ways in which effective engagement can occur and less emphasis should be placed on the methods of consultation. It should also be made clear the submission of a 'comprehensive development brief' is part of the application submitted and not an attempt to introduce an advanced informal approval process to select the sites preferred without going through any wider site selection process. This should also only be applied to sites of a specified size (at least 200 dwellings for example).

Changes Sought

Amend criterion (2.) of the Policy to read: "The proposed development should comply with the vision and objectives of the Partial Review and other material development plan policies; and achieve sustainable development". Amend criterion (3.) to read "The site can deliver housing in the plan period". Amend Criterion 4 to read "prior consultation has been undertaken with the local community and it is demonstrated that the proposed development will deliver economic, social or environmental benefit and is supported by the local community" Specify that a 'comprehensive development brief' is only necessary for schemes over 200 dwellings.

Reasons for Participation

To elaborate on these representations regarding Policies PR12a, PR12b and PR13 and the soundness of the plan as a whole.

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|------------------|------------|--------|------|--|--|--|---|---|
| PR-C-0791 | 10/10/2017 | Keiron | Ward | | | | N | Y |
|------------------|------------|--------|------|--|--|--|---|---|

2037

Comments

Support the Council's rejection of all Green Belt sites proposed at the options stage (and that are not proposed to be allocated in the draft submission plan). However, the purpose of Policy 12b in relation to sites within the Green Belt that were considered and rejected at the options stage is not clear. It seems to suggest that the Green Belt may be subject to development 'as needed'. Such uncertainty is contrary to the aim and designation of the Green Belt. The concept of permanence is important to encourage appropriate land management.

Changes Sought

The ambiguity in 12b should be corrected so the policy is clear that no development would be permitted on Green Belt sites that are not allocated in the partial review.

Reasons for Participation

Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation.

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| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | |
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2209

Comments

Objection to the removal of PR3c and PR3d from Green Belt designation - concern that if PR3c is removed then it could be developed under PR12b at a later date. Concern that if PR3d is removed it could open the door to other development on the parkway site.

Changes Sought

Reasons for Participation

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|------------------|------------|----------|-------|--|--|--|--|--|
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | |
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2214

Comments

Objection to the inclusion of PR12b. Concern that this will be used as a mechanism for the release of land in the Housing Economic Land Availability Assessment that is land not currently included and discarded in this plan. I am particularly concerned that this will open up unsustainable development in the north of Kidlington and in particular on land at the rear of The Moors between The Moors and the River Cherwell.

Changes Sought

The inclusion of PR12b is unnecessary and should be deleted, as any further contingency sites are not needed to meet the housing targets set out in the plan.

Reasons for Participation

Proposed Submission Plan - Policy PR12b - Sites Not Allocated in the Partial Review

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| PR-C-0814 | 07/10/2017 | David | Betts | | | | | | |
| 2231 | Comments | | | | | | | | |
| <p>Objection to the inclusion of PR12b. Fail to see the point of this policy. Already challenged the quantum of proposed housing development. If the council have decided that 4400 homes is the figure at this stage then there should be no further opportunity to expand land allocation in the Green Belt or elsewhere in this area. Any further land allocation should only be a matter for the Local Plan beyond 2031. Concern that this will be used as a mechanism for the release of land in the Housing and Economic Land Availability Assessment that is land not currently included and discarded in this plan. Particularly concerned that this will open up unsustainable development in the north of Kidlington and in particular on land at the rear of The Moors between The Moors and the River Cherwell. There is no provision for 50% affordable housing in this policy as there is in every other allocation policy, which is an omission. The policy also states that consultation on any sites will take place with the local community prior to approval by the council. Propose that this be via the Parish Councils as elected representative of the local area otherwise it is not clear who will be consulted.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| <p>The inclusion of PR12b is unnecessary and should be deleted, as any further contingency sites are not needed to meet the housing targets set out in the plan.</p> | | | | | | | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | | | | | | |
| 2226 | Comments | | | | | | | | |
| <p>Objection to the removal of PR3c and PR3d from GB designation - concern that if PR3c is removed then it could be developed under PR12b at a later date. Concern that if PR3d is removed it could open the door to other development on the parkway site.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0820 | 10/10/2017 | Richard | House | Gladman Developments | | Y | Y | N | Y |
| 5079 | Comments | | | | | | | | |
| <p>Policy PR12b sets out a number of criteria that will be required to be met in respect of planning applications submitted for sites not allocated in the Partial Review Local Plan. These criteria may be summarised as follows: 1. Cherwell Council has formally decided that additional sites are required to meet the housing supply 2. Compliance with Policy PR1. 3. The site is identified in the HELAA. 4. That prior consultation has been undertaken with the local community which has signified its support. 5. The application is supported by comprehensive information * Gladman objects to a number of these criteria. Firstly the policy should allow for the submission and approval of planning applications in the absence of a demonstrable five year supply of housing land. A formal decision of the Council is neither necessary nor appropriate. Secondly the requirement for the site to be already identified in the HELAA is unreasonable and unjustified. The important point is that the site should be available deliverable and in a sustainable location. Finally whilst Gladman fully supports the requirement for pre application consultation with the local community, it is unreasonable for the policy to require "the demonstrable support of the local community". This is not something that is measurable, is not required by NPPF and is therefore unsound. The evidence draws on the advice of the NPPF and the NPPG.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| <p>Gladman requests that it is given the opportunity to discuss the significant objections contained within these representations at the Examination in Public. These issues and concerns are identified in table 1 of the attached representations.</p> | | | | | | | | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | | |
| 5056 | Comments | | | | | | | | |
| <p>Proposed changes suggested.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| <p>Policy 12b – unallocated sites could usefully include a landscape assessment e.g.: • a landscape and visual impact assessment.</p> | | | | | | | | | |
| PR-C-0834 | 10/10/2017 | Linda | Ward | | | | | N | Y |
| 5182 | Comments | | | | | | | | |
| <p>Support the Council's rejection of all Green Belt sites proposed at the options stage (and that are not proposed to be allocated in the draft submission plan). However, the purpose of Policy 12b in relation to sites within the Green Belt that were considered and rejected at the options stage is not clear. It seems to suggest that the Green Belt may be subject to development 'as needed'. Such uncertainty is contrary to the aim and designation of the Green Belt. The concept of permanence is important to encourage appropriate land management.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| <p>The ambiguity in 12b should be corrected so the policy is clear that no development would be permitted on Green Belt sites that are not allocated in the partial review.</p> | | | | | | | | | |
| <p>Wish to be represented by Kidlington Development Watch at the oral examination in public.</p> | | | | | | | | | |

Proposed Submission Plan - Policy PR12b - Sites Not Allocated in the Partial Review

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|------------------|------------|--------|----------|-------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y |
|------------------|------------|--------|----------|-------------------------------------------------------------------------------------------------|---|---|---|---|

5016

Comments

Overall, the Tripartite supports the Policy and its intentions to expedite delivery of housing on suitable, sustainable and deliverable sites to meet Oxford's pressing needs and in accordance with the spatial strategy set out in the Plan. However, this is subject to the inclusion of amendments to the Policy.

Changes Sought

Proposed changes suggested. Add to Policy PR12bA reference to timing in the Policy to reflect the third paragraph in Policy PR12a, which indicates that land allocated by Policies PR7a and PR10 will only be permitted to commence development before 1 April 2026 if the calculation of the five-year land supply over the period 2021-2026 falls below five years. In respect of the second paragraph, add that any additional developments will be required to comply with Policy PR1 and all other relevant policies in the Plan and Development Plan for Cherwell. Add - In the Green Belt, this will require the demonstration of 'very special circumstances' to accord with Paragraph 88 of the NPPF to be consistent with national policy and satisfy the 'exceptional circumstances' set out in Paragraph 5.17 to be consistent with the Council's spatial strategy set out in the Plan. In relation to the third paragraph, the sites should be 'developable' not 'potentially developable' if they are to meet Oxford's housing needs. Add - The proposed developments should also not conflict with or undermine the delivery of the strategic development sites allocated in the Plan. Add – The 'Key Delivery Requirements', 'Planning Application Requirements', 'Development Brief' and 'Place shaping principles' must be established and agreed at the outset (before the submission of a planning application) with the Council in consultation with the County Council and City Council to be consistent (where relevant and necessary) with the overarching requirements and principles for the strategic development sites.

Reasons for Participation

The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.

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|------------------|------------|-----------|-------|-------------------------------------------------------------------------|--|--|---|---|
| PR-C-1400 | 10/10/2017 | Ms Deidre | Wells | Red Kite Development Consultancy on behalf of Kidlington Parish Council | | | N | Y |
|------------------|------------|-----------|-------|-------------------------------------------------------------------------|--|--|---|---|

5359

Comments

The Council notes that the general thrust of PR12b is to provide a vehicle for additional sites to be released in the future. The retention of GB policy on unallocated land is thus very important. KPC is extremely concerned that the Policy makes provision for the release of unspecified sites in the future on the basis that they are sites listed in a HELAA. This for example would include Frieze Farm, and land to the north of the village. These sites have been discarded for valid reasons in the Plan, which KPC fully supports. As the purpose of the plan is to address only the identified unmet needs of Oxford City, once these have been met and confirmed as genuinely deliverable, as will be tested at the Examination, there is no need for a contingency Policy in this Plan. If adopted however, this Policy resists the release of additional sites unless they satisfy a long list of requirements, in which circumstances they can be approved. Included is the clause: 4. that prior consultation has been undertaken with the local community in a form to be agreed with the Council and the proposed development has the demonstrable support of the local community. The Parish Council is concerned about the uncertainty inherent in this Policy regarding local support – who will decide what is 'the demonstrable support of the local community'? As KPC members are the elected representatives of the local community, it would be much clearer if it was amended to include reference to the support of the affected Parish Council(s). Policy PR12b fails to require 50% affordable housing on any unallocated sites. This is inconsistent with the Plan objectives and the approach on allocated sites. This requirement should be added within the first part of the Policy."

Changes Sought

"Delete Policy PR12b, as contingency sites are not required to meet Plan objectives • If adopted, support clause 4, amended to include a requirement for the demonstrable support of the relevant Parish Council. * If adopted, include as an essential requirement 50% affordable housing on any new unallocated sites "

Reasons for Participation

KPC is an elected body, representing the views of a large number of people in the part of the District which will be most affected by the proposed alteration to the Development Plan. In addition to having a statutory role in the Planning process, the Parish Council has an in depth understanding of the local area where new development is proposed, and is well placed to contribute to the Local Plan process. It is essential for the KPC to be actively involved in the Examination, in order to be able to represent local views, fully respond to submissions made by others, and to address any modifications discussed in advance of the Examiners report.

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|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|
| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | | N | Y |
|------------------|------------|------|---------|--------------------------------------------------------|---|--|---|---|

5308

Comments

Firstly, we repeat our support for the Council's rejection of all Green Belt sites proposed at the options stage (and that are not proposed to be allocated in the draft submission plan). Are unclear about the purpose of Policy 12b in relation to sites within the Green Belt, which constitute most of the sites that were considered and rejected at the options stage. Green Belt site should never be supported for development precisely because it is in the Green Belt and regardless of the qualifications given in clauses 1 to 5 of the proposed policy. Permitting such development would be contrary to planning guidance which states that unmet housing need does not constitute very special circumstances for building in the Green Belt. Assumes that it is not suggested that such sites would first be removed from the Green Belt as this would contravene guidance that Green Belt boundaries should only and exceptionally be reviewed as part of Local Plan preparation and that boundaries are intended to endure beyond the lifetime of a plan.

Changes Sought

The potential ambiguity in this policy should be removed. While we do not accept that any of the proposed allocations are justified, this policy should make clear that no development would be permitted on Green Belt sites that are not allocated in the partial review

Reasons for Participation

"We (Kidlington Development Watch – KDW) consider this is necessary because of our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

Proposed Submission Plan - Policy PR12b - Sites Not Allocated in the Partial Review

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|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|

5494

Comments

As set out in Paragraph 5.16627 of the Partial Review, Policy PR12b requires a formal Council decision that additional land beyond that allocated in the Partial Review is needed to ensure the requisite housing supply and that the proposed developments comply with policy PR1 ('Achieving Sustainable Development for Oxford's needs'). Whilst A2D support the need for an insurance type policy to allocate additional sites, we query how Policy PR12b will be enforced if additional sites come forward? The Council will be at risk of departure applications and piecemeal development. It is not clear from the listed criteria under Policy PR12b how CDC will decide which sites meet Oxford City's unmet need and CDC's unmet need. We can only assume from the policy wording that CDC will apply a locational based rationale when determining whether a site meets the policy criteria, which is an incorrect approach.

Sites should not be identified on the basis of their proximity to Oxford City alone, but their consistency with the adopted spatial strategy.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed.

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|------------------|------------|---------|--------|----------------------------------|--|--|---|---|
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
|------------------|------------|---------|--------|----------------------------------|--|--|---|---|

5348

Comments

OBJECT to Policy PR12b as it should be more specific about safeguarded sites (which could list The Moors, if it is not allocated directly as an omission) as this modification will aid certainty and deliverability in the context of maintaining a five year housing land supply. In a similar vein, this same policy could provide for further housing sites based on localized Green Belt reviews, akin to the approach taken for Oxford Technology Park in LPP1.

Changes Sought

On the assumption that the draft Plan would otherwise be held to be unsound, The Moors (PR14) should be included as an omission site for c300 houses, linked to a regeneration package for the village centre & a new 10 hectare 'country park'. In the alternative, it could be specifically listed as a 'safeguarded site' in Policy PR12b, or this policy could be amended to provide for localized Green Belt reviews for housing where planned for sites are not being delivered by 2021.

Reasons for Participation

We confirm that we wish to attend the examination in public.

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|------------------|------------|-------|--------|-----------------------------------------------------|--|--|---|--|
| PR-C-1449 | 10/10/2017 | Janet | Rowley | WYG on behalf of Barwood Development Securities Ltd | | | N | |
|------------------|------------|-------|--------|-----------------------------------------------------|--|--|---|--|

5285

Comments

"Objection to Policy PR12a on the basis that it meets none of the soundness criteria stated at NPPF paragraph 182. There is no explanation as to why the sites at South East of Kidlington or South East of Woodstock have been identified as having delivery deferred to the final five years of the plan period. Whilst the explanatory text to the policy notes that larger strategic sites may have a longer lead in period to their delivery, the policy fails to recognise that in its drafting. These representations promote the development of land to the South East of Kidlington for 430 dwellings, but even at the current policy drafting level of 230 dwellings, delivery within 5 years, where there is substantial ground works and site infrastructure to be in place, would be challenging. Moreover, a large portion of the site at South East Kidlington (whether that be the proposed plan allocation or as per our client's vision document proposals) is allocated for the significant delivery of formal sports provision. As the policy notes, this provision is to address the needs of the wider community not just meeting the needs to the development itself. The clear implication of the timeframes included within Policy 12a, therefore, is that this current deficiency in sports pitch provision would not be addressed until the end of the plan period. The Local Plan Review fails to identify how any harm would arise if Oxford's unmet need were to be met earlier than 2026. Indeed, if this were to happen then the Council would have successfully met the NPPF requirements noted above. On this basis, therefore, and given that by the plans adoption there will at best be 13 years left of the plan period, the need for any phasing or restriction of sites to deliver the Oxford unmet need is considered unnecessary. The policy is unsound in that it is not positively prepared (as it delays meeting the unmet requirements from the neighbouring authority). It is not justified as it is not the most appropriate strategy for meeting Oxford unmet need. It is not effective as it delays commencement of development on large scale sites to a point in the plan period where they may not be capable of delivery before the plan end date and it is not consistent with national policy, specifically with NPPF paragraphs 47 and 179."

Changes Sought

Reasons for Participation

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|------------------|------------|-----|-------|------------------------------------------------|---|---|---|---|
| PR-C-1454 | 10/10/2017 | Liz | Boden | Pegasus Group on behalf of Richborough Estates | Y | Y | N | Y |
|------------------|------------|-----|-------|------------------------------------------------|---|---|---|---|

5268

Comments

The calculation of a separate five year housing land supply for the Oxford unmet need is considered to be unrealistic & ineffective in managing the supply of housing. The difficulty of separately monitoring the five year housing land supply of the Oxford unmet need to the rest of Cherwell's housing requirement relates to the extent to which Cherwell District Council (CDC) can ensure the delivery of this unmet need in accordance with Paragraph 47 of the Framework. In circumstances where the supply falls to below a five year housing requirement in delivering the unmet need, the question arises as to what remedies are available to CDC to rectify this deficiency. As the unmet need would be expected to be delivered from a few specific allocated sites in an area heavily influenced by Green Belt it would therefore be very difficult to demonstrate & maintain a rolling five year supply if issues were experienced with any of the proposed allocations designated to meet Oxford's unmet need. We consider that the only appropriate way to deal with this matter is that whilst there is a specified unmet need & specified site allocations within the emerging Partial Review to meet that unmet need, in the event that the specified supply does not come forward, the remedy in meeting that unmet need must extend to the whole of the administrative area for Cherwell District. This would give the flexibility needed to ensure that the unmet need can be delivered. Furthermore, the Council have imposed an artificial constraint on housing supply as the first 5 year period for monitoring & delivery is set at 2021-2026. However, it is the case that Oxford's need exist now & there is therefore no reason to impose this artificial constraint on the market until 2021. The delay appears to have only been caused by the location & nature of the site's that the Council has chosen to allocate, which are of a type that will take some time to deliver housing. Evidence contained within the Council's Housing & Economic Land Availability Assessment (HELAA) identifies that there has been a significant under delivery of housing in the District since 2011. We consider that the Plan should seek to rectify this under delivery as soon as possible & that this requires the allocation of a wide range of sites throughout the District to meet both the requirement for Cherwell & the unmet need from Oxford. The Plan should not seek to implement phasing mechanisms to bringing sites forward for specific needs when sites are readily available & deliverable now to meet the identified needs. The inclusion of Policy PR12b 'Sites Not Allocated in the Partial Review' is therefore considered to be unnecessary. Representation includes 3 x Appendices: 1: Five year housing land supply report, August 2017, Turley, 2: Site location plan, 3: Illustrative masterplan.

Changes Sought

Reasons for Participation

To enable full consideration of the above issues identified within this representation.

Proposed Submission Plan - Policy PR12b - Sites Not Allocated in the Partial Review

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| PR-C-1461 | 10/10/2017 | Deborah & Jeffrey | Wright | | | | | | N |
| 5275 | Comments | | | | | | | | |
| <p>There is no guarantee of no future Green Belt expansion. • Removal of parts of and building so extensively on the Green Belt cannot be justified. • There are no exceptional reasons for doing so when alternative sites are available. Employment and housing are inappropriate developments on site PR3e • National Planning Policy - The Government attaches significant importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. • It will mean coalescence of villages ruining their identities.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1508 | 09/10/2017 | Alan | Graham | | | | | | N N |
| 4748 | Comments | | | | | | | | |
| <p>Policy PR 12b - Non Allocated SitesA number of other sites are being proposed for development in and around Kidlington which are not allocated. These are identified in HEELA, none of these sites in the Green Belt should be consideredfor development.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1521 | 09/10/2017 | Alaric | Rose | | | | | | N N |
| 5442 | Comments | | | | | | | | |
| <p>The general purpose of PR12b is to provide a vehicle for additional sites to be released in the future. The retention of Green Belt policy on any unallocated land is thus very important. I am extremely concerned that the Policy makes provision for the release of unspecified sites in the future on the basis that they are sites listed in a HELAA. This for example would include Frieze Farm. It would also include land to the north of the village, and between the village and the River Cherwell (sites PR14 and PR27) These sites have been discarded for valid reasons in the Plan, which I fully support for the following reasons: - These sites sit in an area of the Green Belt which must be preserved to prevent urban sprawl. The impact of Bloomfield’s proposed development on the Green belt is not modest as claimed by the developers. Green belt status should be protected and preserved as stated in the Conservative Government’s manifesto. - Loss of landscape and rural views towards the oldest part of the village. Development (including residential and business units) would affect the setting of St Marys Church - Grade 1 listed - and other listed buildings in the Church Street Conservation Area. - Development will exacerbate the flood risk to housing and adjoining land/conservation area. The fields behind The Moors and west of the burial ground flood regularly. - Inadequate local infrastructure to support development of this scale. Detrimental impact on existing roads and services especially surface and foul drainage. The access to the proposed Moors development site is opposite Benmead Road close to two Kidlington Conservation areas. Development will generate a lot of extra traffic near a school and nursery on a relatively narrow, busy road already subject to traffic calming. - Damage to surrounding countryside and loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks. - The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary’s Church. The land should be treated as a permanent local green space. As the purpose of the plan is to address only the identified unmet needs of Oxford City, once these have been met and confirmed as genuinely deliverable, as will be tested at the Inspector’s Examination, there is no need for a contingency Policy in this Plan. However, if adopted, this Policy resists the release of additional sites unless they satisfy a long list of requirements, in which circumstances they can be approved. Included is the clause: 4. that prior consultation has been undertaken with the local community in a form to be agreed with the Council and the proposed development has the demonstrable support of the local community I am concerned about the uncertainty in this Policy regarding local support – who will decide what is ‘demonstrable support’? As Kidlington Parish Council members are the elected representatives of the local community, it would be much clearer if it was amended to include reference to the support of the Parish Council. Policy PR12b fails to require 50% affordable housing on any unallocated sites. This is inconsistent with the Plan objectives and the approach on allocated sites. This requirement should be added within the first part of the Policy.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| <p>Delete Policy PR12b, as contingency sites are not required to meet Plan objectives - If adopted, support clause 4, amended to include a requirement for the demonstrable support of the relevant Parish Council. - If adopted, include as an essential requirement 50% affordable housing on any new sites.</p> | | | | | | | | | |

Proposed Submission Plan - Policy PR12b - Sites Not Allocated in the Partial Review

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| PR-C-1521 4790 | 09/10/2017 | Alaric | Rose | | | | | | | | N |
| Comments | | | | | | | | | | | |
| <p>The general purpose of PR12b is to provide a vehicle for additional sites to be released in the future. The retention of GB policy on any unallocated land is thus very important. Extremely concern that the Policy makes provision for the release of unspecified sites in the future on the basis that they are sites listed in a HELAA. This for example would include Frieze Farm. It would also include land to the north of the village, and between the village and the River Cherwell (sites PR14 and PR27) These sites have been discarded for valid reasons in the Plan, which I fully support for the following reasons: - These sites sit in an area of the Green Belt which must be preserved to prevent urban sprawl. The impact of Bloomfield’s proposed development on the GB is not modest as claimed by the developers. GB status should be protected and preserved as stated in the Conservative Government’s manifesto. - Loss of landscape and rural views towards the oldest part of the village. Development (including residential and business units) would affect the setting of St Marys Church - Grade 1 listed - and other listed buildings in the Church Street Conservation Area. - Development will exacerbate the flood risk to housing and adjoining land/conservation area. The fields behind The Moors and west of the burial ground flood regularly. - Inadequate local infrastructure to support development of this scale. Detrimental impact on existing roads and services especially surface and foul drainage. The access to the proposed Moors development site is opposite Benmead Road close to two Kidlington Conservation areas. Development will generate a lot of extra traffic near a school and nursery on a relatively narrow, busy road already subject to traffic calming. - Damage to surrounding countryside and loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks. - The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary’s Church. The land should be treated as a permanent local green space. As the purpose of the plan is to address only the identified unmet needs of Oxford City, once these have been met and confirmed as genuinely deliverable, as will be tested at the Inspector’s Examination, there is no need for a contingency Policy in this Plan. However, if adopted, this Policy resists the release of additional sites unless they satisfy a long list of requirements, in which circumstances they can be approved. Included is the clause: 4. that prior consultation has been undertaken with the local community in a form to be agreed with the Council and the proposed development has the demonstrable support of the local community I am concerned about the uncertainty in this Policy regarding local support – who will decide what is ‘demonstrable support’? As Kidlington Parish Council members are the elected representatives of the local community, it would be much clearer if it was amended to include reference to the support of the Parish Council. Policy PR12b fails to require 50% affordable housing on any unallocated sites. This is inconsistent with the Plan objectives and the approach on allocated sites. This requirement should be added within the first part of the Policy.</p> | | | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | | | |
| Delete Policy PR12b, as contingency sites are not required to meet Plan objectivesIf adopted, support clause 4, amended to include a requirement for the demonstrable support of the relevant Parish Council.If adopted, include as an essential requirement 50% affordable housing on any new sites. | | | | | | | | | | | |
| PR-C-1535 5415 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y | | | |
| Comments | | | | | | | | | | | |
| <p>Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not “justified” or “consistent with national policy”. This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that “under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan”. The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored “all other reasonable options” &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the “exceptional circumstances” required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC’s approach is predicated on an assumption that “Oxford’s Housing Needs” form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that “the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the ‘best fit’ of local authority boundaries to a functional housing market area.” More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) “it is not the role of, or possible for, the plan to prescribe where people live and work;” and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a “separate five year housing land supply . . . For meeting Oxford’s needs.” This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF’s presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW’s concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a “reasonable option” for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW’s concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish “exceptional circumstances” for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW’s comments on emerging policies and the changes that they consider are necessary to make the plan sound.</p> | | | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | | | |
| The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. The provisions of PR12b states that residential development proposals, across the District, where they are not allocated in the Partial Review, will not be supported except where a number of criteria are met. These include : <ul style="list-style-type: none"> • CDC “has taken a formal decision that additional land... is required to ensure the requisite housing supply.” This requires a decision by CDC – it is not the same as failing to demonstrate a 5 year land supply; • The proposed development accords with Policy PR1 – which in turn requires it to “accord with the Vision, Objectives and Policies of this Partial Review.” This serves to limit development to the geographical area proposed by the Submission Plan following a strategy which we have highlighted is not supported by the evidence base10; • Identified in the HELAA as a potentially developable site – with no provisions for locations where part of a comprehensive site has been allocated and / or there is scope subsequently for a wider development bringing appropriate benefits; • Requiring prior consultation with the Local Community & having the “demonstrable support of the local community” an approach which has no basis in planning policy & would be extremely difficult to achieve; & • Requiring a series of reports – the requirement for which is unclear at this stage – & which is more appropriately addressed through the development management process. | | | | | | | | | | | |
| PR-C-1537 4829 | 10/10/2017 | Helen | Hartley | Nexus Planning on behalf of Hollins Strategic Land LLP | N | N | N | Y | | | |
| Comments | | | | | | | | | | | |
| <p>The criteria set out in Policy PR12b for non allocated site in the Partial Review are fundamentally vague, setting out no definitions, quantifiable triggers or specific timescales for the circumstances in which the Council may consider this type of application. Criteria 1, for example, is when ‘Cherwell District Council has taken a formal decision that additional land beyond that allocated in the Partial Review is required to ensure the requisite housing supply’. Criteria 4 is ‘that prior consultation has been undertaken with the local community in a form to be agreed with the Council and the proposed development has the demonstrable support of the local community.’ Both of these criteria are poorly defined such that the policy provides insufficient clarity to be considered ‘effective’ and therefore sound with regard to the tests in paragraph 182 of the NPPF.</p> | | | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | | | |
| 3. HSL consider Policy PR12b requires comprehensive revision to include more specific, measurable criteria to enable the policy to be considered effective, justified and therefore sound. | | | | For reasons set out in the comments submitted, HSL are of the view that the Local Plan (Part 1) Partial Review does not address matters which run to the heart of Soundness and request the opportunity to make oral representations to this effect. | | | | | | | |

Proposed Submission Plan - Policy PR13 - Monitoring

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| PR-C-0265 | 09/10/2017 | Ellis | Davies | | N | N | N | Y |
| 5554 | <p>Comments</p> <p>Unsure that CDC is able to monitor and carefully scrutinise the project if it was implemented. There are examples in our parish that show it did not want to or was unable to uphold the planning policies. We can only assume that planning were unable to do so due to costly litigation. The developers seem to have the whip hand.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |
| PR-C-0526 | 06/10/2017 | Sarah | Hamilton-Foyn | Pegasus Group On behalf of the Dorchester Group | y | y | N | Y |
| 1289 | <p>Comments</p> <p>An objection is made to Policy PR13, the final paragraph which states that " If monitoring indicates that the vision and objectives cannot be met, the Council will consider whether it wishes to ask the Secretary of State for Communities and Local Government to revoke the Partial Review under Section 25 of the Planning and Compulsory Purchase Act 2004 in the interest of releasing alternative sites that will achieve delivery by 2031." This paragraph should be deleted and replaced as another way of supporting delivery is to identify reserve sites, such that if any of the allocated sites are delayed then sustainable alternatives can be brought forward quickly. Area of Search F i.e. land at Upper Heyford should be allocated as a reserve site as it provides a sustainable option to meet the unmet needs of Oxford City as it is well-related to Oxford by way of a rail connection. Area of Search F also provides the most sustainable, deliverable option to meet the needs of Cherwell in the longer-term.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Land at Upper Heyford should be allocated as a reserve site. | | | Dorchester Group is concerned that the unmet needs assigned to Cherwell district are met in the most appropriate and effective locations and that the proposed locations delivery within the timescale. | | | | |
| PR-C-0785 | 10/10/2017 | Nick | Freer | David Lock Associates on behalf of Hallam Land Management | | | N | Y |
| 2005 | <p>Comments</p> <p>It is unclear how Policy PR13 and PR12b relate to one another with regards to what action the Council would take if the allocated housing sites are not likely to deliver sufficient new homes to meet Oxford's needs. The last sentence states that if monitoring indicates that the vision and objectives will not be met then the Council will consider asking the Secretary of State to revoke the Partial Review. This appears inconsistent with the approach set out in PR12b whereby the Council can agree more sites are necessary and sets out the tests by which those applications will be judged.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | Delete the last paragraph of PR13 and instead cross refer to the provisions of PR12b. | | | To elaborate on these representations regarding Policies PR12a, PR12b and PR13 and the soundness of the plan as a whole. | | | | |
| PR-C-0790 | 10/10/2017 | Chris | Shaw | Bloor Homes Western | N | Y | N | Y |
| 5378 | <p>Comments</p> <p>Broadly support the Council's approach to working in partnership with site promoters, developers, landowners and public sector partners. Also support the commitment to annual monitoring of progress towards the Local Plan Partial Review's objectives and the suggestion of future revocation of the Partial Review if monitoring indicates that the vision and objectives will not be met, in the interest of releasing alternative sites that will achieve delivery by 2031. However, it is for this reason that there should be greater certainty within the Partial Review regarding the true figure of Oxford's unmet needs, the robustness concerning CDC's proposed strategy and the future approach to identifying alternative sites to help ensure a healthy housing land supply.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | It is considered necessary to ensure that the Local Plan Partial Review is legally and procedurally compliant, positively prepared, justified, effective and compliant with national policy. | | | | |
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
| 5493 | <p>Comments</p> <p>We note that the Council seeks to monitor this plan to check the effectiveness of the policies. Results will be published in the Annual Monitoring Report. As already set out, CDC should review its existing housing target to reflect the additional need and have a single five-year housing land supply to allow for the unmet need. The unmet need should be CDC's responsibility to deliver.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed. | | | | |
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4579 | <p>Comments</p> <p>The Partial Review sets out positive measures to ensure delivery of the supply of homes for Oxford, which is welcomed. It is very helpful that the plan includes a very clear trajectory for the sites contributing to Oxford's unmet need, to enable monitoring against the Growth Board apportionment, & for understanding the likely phasing of delivery.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
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Proposed Submission Plan - Policy PR13 - Monitoring

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| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
| 5146 | <p>Comments</p> <p>Monitoring Delivery - Nothing beyond careful monitoring of the indicators already identified. One aim of monitoring must be to ensure that no development proceeds until the necessary transport and other infrastructure is costed, funded, and programmed.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Appendix 1

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|------------------|-----------------|------------------|---------|--|---|---|---|----|
| PR-C-0308 | 11/09/2017 | Sandra & Richard | Tyrrell | | N | N | N | No |
| 919 | <p>Comments</p> | | | | | | | |

Do not consider the Plan to be sound for the following reasons:- The numbers requiring housing 4,400 need to be qualified and the responsibility for meeting Oxfords housing shortage should be revisited. Using land currently in the Green Belt will have a long lasting effect on the sustainability of essential wildlife and the mental health and wellbeing of the many people who use the space for relaxation and sport. Kidlington, Yarnton and Begbroke need to retain their identities and not become an extension of Oxford. Already there is Oxford Airport, Oxford Motor Park, Oxford Parkway and a proposed Science Park which will no doubt be pre-fixed Oxford. At one time the people of these villages knew and cared for their community, but with the expansion and the inclusion of Oxford's overflow already it is becoming more and more difficult for residents to police the community and retain a safe environment. If any of the developments proposed are adopted there is no real consideration to the infrastructure required. Already there is a serious problem with traffic flow not only at peak times, but when there is an accident on the A34 (for instance) and traffic is diverted through our villages, when Blenheim hold their big events and when Oxford introduce any road closure in the Banbury and Woodstock Roads it all has a major impact. To quote from the Cherwell Local Plan booklet "to provide homes where people can most readily connect to Oxford and sustainably access the city's employment areas, its universities etc." IT IS NOT POSSIBLE TO DO THIS CONNECTION!!!! Even more so if a consideration is given to closing Sandy Lane to traffic and making it a green route. We do not know where water and power will come to service any of these developments. Where the health service can adjust to extra bodies to care for, where policing, the fire and ambulance service can be increased to ensure security and care for all the people the proposed developments will bring with them.

Changes Sought

We suggest that the numbers of dwelling required should be readdressed. That Oxford looks to land and derelict properties within its boundary before extending any further. The University is still finding land to extend within the City, perhaps they could be encouraged to include properties for Social or other housing within its student housing after all the students are not "at University" all year round and a lot of accommodation stands empty out of term. Priority must be given to the roads and repair of the same before any developments can be considered in any part of Oxfordshire. That no development should be allowed without a cap on the price of properties. That the term "affordable housing" should actually be "Social Housing". No Developer worth his salt would build properties that did not turn a good profit.

Reasons for Participation

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|------------------|-----------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
| 1099 | <p>Comments</p> | | | | | | | |

The proposals conflict with the National Planning Policy Framework, one of the core planning principles of which is 'protecting Green Belts,' (para 17) and the advice in paragraphs 79 and 80, which state that 'The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.' This is particularly the case with the proposals on site PR38 which would lead to virtual coalescence between Oxford and Kidlington, leading to substantial erosion of Kidlington's identity as a separate settlement and the creation of a large area of urban sprawl on the northern edge of Oxford. This impact could be reduced by allocating areas around Kidlington which have a moderate or low harm to the Green Belt, such as my client's land at Webb's Way (site PR32) thereby reducing the number of dwellings that have to be allocated in areas where development would have a high impact on the Green Belt. Even if some development is still required on the PR38 land in order to accommodate Cherwell's allocation of 4,400 dwellings towards Oxford's unmet need, the detailed site Assessment on page 123 of Appendix 1 to the Cherwell Green Belt Assessment indicates that there would be substantially less harm to the Green Belt if only the areas closest to the Oxford City Council boundary were released, as indicated on the plan entitled 'Harm to Green Belt resulting from partial release of site'. The current strategy, which would lead to urban development over most of the 'Kidlington Gap', thereby leading to urban sprawl and significantly eroding the distinct identity of Kidlington as a separate settlement, is contrary to the purposes for which the Oxford Green Belt was designated and due to the scale of development proposed would cause significant harm to it. Given that there are other sites where development could be promoted, which would have less harm on the purposes of the Green Belt, it is not the most appropriate strategy.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

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|------------------|-----------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
| 1096 | <p>Comments</p> | | | | | | | |

The Partial Review of the Cherwell Local Plan 2011 - 2031 (Part 1) proposes to remove a number of parcels of land from the Green Belt whose contribution to the five purposes of including land in the Green Belt was assessed in the Cherwell Green Belt Study (April 2017). This assessment has looked at land owned by J A Pye (Oxford) Ltd at Webb's Way Kidlington (Site Ref: PR32) and come to the conclusion that it only makes a 'low moderate' contribution to Green Belt purposes. It concluded that it did not make a significant contribution to any of the five purposes of including land in the Oxford Green Belt. With regard to purposes 1 and 2 (checking sprawl of Oxford & preventing merger of settlements) it concludes that the parcel plays no role with regard to these purposes. With regard to Purpose 3 of Safeguarding the Countryside it acknowledges that 'the southernmost field [which is the part of the site where J A Pye (Oxford) Ltd are proposing development] is contained by inset development on three sides and so has a stronger relationship with the settlement edge than the surrounding countryside.' On Purpose 4 it is acknowledged that 'The Parcel has insufficient relationship with Oxford to be considered to contribute significantly to its historic setting or special character.' While it is stated that there could be some detracting influence in terms of the wider rural setting of the city through the sites relationship with the Cherwell Valley, the only part of the site proposed for development, as indicated on drawing ASP1 B in the accompanying Landscape & Visual Appraisal, is the inner field which is well screened from the Cherwell valley by a tall, dense hedgerow.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.

Proposed Submission Plan - Appendix 1

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| PR-C-0533 | 09/10/2017 | Mr P | Watson | Gosford Trust | Y | Y | N | Y |
|-----------|------------|------|--------|---------------|---|---|---|---|

1309

Comments

Do not consider that the Proposed Submission Plan ('The Plan') has been positively prepared as it fails to remove from GB status a small area of land situated at Gosford Farm, Gosford, (Site plan provided) which has no justification in remaining within the GB. The Plan is therefore unsound in that it fails to address the removal of the Subject Site which forms part of Gosford Farm, Gosford despite the policies expressed in para.5.37 of Policy PR3. 2. Whilst we believe that The Plan is based on the most appropriate strategy when considered against the reasonable alternatives, we maintain that it can only be justified if it removes areas of the GB for unmet residential housing needs. Such areas are referred to in para. 5.37.2 of Policy PR3. The Subject Site at Gosford Farm has no reason to remain within the GB and could be used to meet the identified housing need. 3. We do not consider that The Plan is effective as it currently stands. Every area of the GB needs to be carefully considered for removal and the Subject Site that we are proposing to be removed has no justification in remaining as GB for those reasons set out in Section 5 below. 4. We do not consider that The Plan is consistent with the National Policy as it fails to address the purpose of the GB given that the small area of the GB (the Subject Site) that we are proposing should be removed has no justification for inclusion within the GB. 5. Paras. 5.37.4 and 5.39 of The Plan clearly state that the revised GB boundaries should be capable of enduring beyond the Plan period. We do not consider there is any planning justification in retaining the Subject Site within the GB and that its proposed continued inclusion could be overturned at a later date as being totally wrong and unjustified.

Changes Sought

1. It is necessary to amend the Local Plan to make it sound. 2. Our view is that to make the Local Plan sound, Policy PR3 needs to be amended as follows: ...'Policy PR7a Removal of 11.35 hectares of land as shown on inset Policy Map PR7a'..... 3. Policies Map PR7a will need to be amended on its northern extremity to show Gosford Farm, to include Gosford Farmhouse and the remainder of the land shown edged red on the attached plan. 4. This will comprise a minor amendment to "Policy PR3: The Oxford GB" and can be justified on the grounds that to retain the Subject Site within the GB would not meet the four basic purposes of GBs all as set out under Government Guidance (lists Green Belt principles). 5. The Subject Site is contained on three sides by existing development and on the fourth side by a long established and mature field boundary hedge which will be retained and enhanced.

Reasons for Participation

Wishes to participate at the oral Examination and consider this to be necessary so that the Inspector will be fully able to understand the justification for our proposed amendment to Policy PR7a and Policy PR7a - Proposals Map contained within the Proposed Submission Plan. 2. Acknowledges the Subject Site, comprising some 0.55 so hectares or thereabouts, hectares or thereabouts, is of minimal relevance to the Submission Plan and the Partial Review of the Cherwell Local Plan 2011 - 2031(Part One). For the reasons stated above, it is important that all areas of the GB are examined at this moment in time and we believe it is only right that the Subject Site should be excluded from falling within the boundaries of the future Oxford GB.

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|-----------|------------|-------|-----------|--|--|--|--|---|
| PR-C-0548 | 09/10/2017 | Clive | McDonnell | | | | | N |
|-----------|------------|-------|-----------|--|--|--|--|---|

5399

Comments

Objects to proposed plan & sustainability appraisal. It is inconsistent with the NPPF because it fails to provide sustainable development, ensuring a better life for current/future generations. It fails to: Promote realistic sustainable transport; Protect GB; Meet the challenge of climate change & resultant flooding; Conserve and enhance the natural and historic environments. The consultation process has been unreasonable. I object to the complexity of it, with the demand that representations are made on a specific form, and being timed over school holidays. CDC failed to give the public an opportunity to digest the proposals & make their views known. Considers the proposed submission plan, associated policy maps and sustainability appraisal to be unsound, not positively prepared, not justified and not effective for the reasons detailed in specific objections and comments.

Changes Sought

Reasons for Participation

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| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
|-----------|------------|---------|--------|------------------------------------|--|--|--|---|

1939

Comments

Policy Maps - Development context: Mapping often only shows the individual site but not the wider development context such as other proposed site allocations in Cherwell DC or neighbouring authorities such as Oxford City Council or West Oxon District Council, which makes it difficult to get the full picture. - Policy PR3 land: note that areas of this category are proposed to be taken out of the Greenbelt but it is unclear what use is proposed on these areas (as it is done for the other categories in the key). - Ancient Woodland: what is the information source for this? This category seems to show areas of woodland or scrub but according to our records none of the woodland belts/blocks are designated as Ancient Woodland (with the exception of Begbroke Wood). The key needs revising to reflect this, e.g. by identifying these areas as Woodland rather than Ancient Woodland - BAP habitat: this category appears in the key to a number of the policy maps. Whilst it might be the intention to create BAP habitat this can be difficult to achieve it in some locations such as arable farmland. Feel that a more cautious wording would be more appropriate to manage expectations. Potential alternative wording could for example be Proposed BAP Habitat (if feasible), Proposed area for nature conservation' or similar.

Changes Sought

Reasons for Participation

Recommend that the development context is included on the policy maps. Recommend that detail on future land use is provided. Key to be considered for woodland / ancient woodland.

Potential biodiversity impacts as outlined in the representation.

Proposed Submission Plan - Appendix 4

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|-----------|------------|----------|-------|--|---|---|---|---|
| PR-C-0029 | 09/10/2017 | Jonathan | Mason | | N | N | N | Y |
|-----------|------------|----------|-------|--|---|---|---|---|

5590

Comments

A key requirements to make proposals PR8 and PR9 sustainable is to alleviate the congestion along the A44 to Loop Farm roundabout. This section of road already suffers significant at peak times and the addition of a large number of cars will overburden this route. The Transport Assessment - July 2017 asserts that a feasibility study has not been conducted, yet this route includes a canal bridge and a railway bridge, as well as a number of properties that restrict its potential widening. Worryingly, no cost is specified for these critical projects, but the Transport Assessment refers to a "very high cost". Furthermore, work to improve this route would presumably require traffic to be diverted to other routes, which would cause major disruption to the entire system for a significant period of time. - Appendix 4 Infrastructure Schedule, Project 6c (part of Policy PR4a (a) (i)) is to "Extend Northbound bus lane on Woodstock Road to Bainton Road (currently stops at Moreton Road)". This is a laughably minimal extension to the bus lane, and in one direction only. It cannot possibly mitigate the effects of the increased traffic into and out of Oxford caused by the Plan. It should be noted that a recent reduction in the frequency of the S3 bus service to make it more reliable show the problems that buses are already suffering as a result of congestion and insufficient provision of bus lanes. If there was space along Woodstock and Banbury roads (inside of the ring road) to significantly improve/extend the bus lanes, then this would surely have already been done. Bus lanes the full length of both of these routes should be a minimum requirement for the feasibility and sustainability of these plans, but this is an impossibility due to the spatial constraints on these routes. - Paragraph 5.47 states that traffic modelling suggests an increase in car journeys of 1.3-1.4% as a result of the planned development. This must assume that the journeys that need to be undertaken by the occupants of the new homes are equivalent to those that are already being undertaken. However, the planned housing is to meet the needs of Oxford and its employers, hence it can be assumed that a far higher proportion of journeys from the new development will be into Oxford, along routes that are acknowledged to already suffer from "high levels of traffic congestion and delay" (paragraph 5.45, P79). - No reference is made to the potential range of error in the modelled calculation of the 1.3- 1.4% increase figure. I note that the Transport Assessment - July 2017, paragraph 7.9, refers to a "predicted 35.9% increase in car vehicle trips in the AM peak (Do Minimum Reference Case to Base Year comparison)". No well-evidenced reason is given for the discrepancy between these values. Also note that the proposed density of housing between Begbroke and Yarnton (1950 + 530 homes) suggests 2,000+ more cars (87% of households own a car, as per Transport Assessment, para 2.23) where if only 50% commute (currently 69% commute by car, as per Transport Assessment, para 2.32) that's potentially 1,000 more cars on the A44 at peak times. - Even if the figure of 1.3-1.4% is robustly evidenced, paragraph 5.47 states that the modelled increase in car journeys of is "a relatively small percentage change". This illustrates significant naivety in understanding of the effects of small changes in a system that is near to, or at, capacity. Figures like this should be considered in relation to the amount of remaining capacity in the system. A 1.4% change in a system with 50% remaining capacity can be absorbed comfortably, but a 1.4% change in a system with 1.5% remaining capacity will clearly bring that system dangerously close to failure. Paragraphs 5.45 and 5.47 both refer to the significant existing delay and congestion, suggesting a system that already has minimal remaining capacity and is close to failure. Anyone with even limited experience of commuting into and out of Oxford all the Woodstock and Banbury Roads at peak times would corroborate this.

Changes Sought

Reasons for Participation

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

Proposed Submission Plan - Appendix 4

and should therefore NOT be submitted for Inspection.

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| PR-C-0271 4413 | 09/10/2017 | Lynne | Whitley | | | | | | N |
| <p>Comments</p> <p>Infrastructure Schedule Bus Lane improvement along the A44 Begbroke to Loop Farm. This proposal is physically and financially impossible owing to the restrictive widths of railway and canal bridge crossings. Further restricted by Policy 11a being 'cycle and pedestrian improvements along A44 between Bladon roundabout and Peartree roundabout'. The 'Rapid Transit' route is a pipe dream and cannot be used to justify large scale housing development adjacent to the A44. This would also mean that residents of Yarnton would find it very difficult to cross the A44 to get to bus stops. Policy PR8 Page 6 No. 6 "The provision of a local centre on one hectare of land including local convenience retailing, ancillary business development, café or restaurant, community building and health facilities". One hectare sounds extremely minimal to occupy all these facilities. Most of the infrastructure proposals are not justified, nor effective. Development Brief 18f (p123) Closure of Sandy Lane - This road has long been recognised by Oxfordshire County Council as a key alternative route should there be problems on the A44 or A4260. It's importance is recognised even to the extent of providing salting during cold weather. It is not justified to close this vital link between Yarnton and Kidlington without providing a suitable alternative route. The suggestion to redevelop Exeter Hall intimating that Yarnton people would be expected to travel there for doctors is even more bizarre as they would have approximately 3 or 4 miles each way more than they currently have to get to the surgery.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0336 5564 | 10/10/2017 | Kevin | Bezant | | | | | | |
| <p>Comments</p> <p>As a project manager, this schedule concerns me deeply. Costs and sources of funding have largely been indicated as "TBC". Delivery dates are cast into 3 wide terms of 3 years, 4 years, and 5 years. No risks or mitigations have been identified. This is not a plan; it is a wish list at best. Also I would question the evidence on which the plan is based. For example, in paragraph 5.47 of the proposal it states "Traffic modelling suggests that under the highway circumstances that existed in 2013, the 4,400 new homes we are planning for would increase car journeys by 1.3-1.4%." Kidlington, Begbroke, and Yarnton currently have around 8,000 houses. Common sense suggests that an increase of 4,400 houses would result in an increase in car journeys in the area of over 50%. An increase of 1.3-1.4% is not even credible.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0525 1273 | 02/10/2017 | Lynne | Whitley | Yarnton Parish Council | | | | | N Y |
| <p>Comments</p> <p>Bus lane improvement along A44 Begbroke to Loop Farm. The proposal is physically & financially impossible owing to the restrictive widths of railway & canal bridge crossings and the underpasses at Peartree Interchange. Further restricted by PR11a (p 167) cycle & pedestrian improvements along A44 between Bladon & Peartree roundabouts. This is a pipe dream & can't be used to justify large scale development adjacent to the A44 at Yarnton/Begbroke. The infrastructure proposals are not justified, not effective & is unsound.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| | | | | | As the parish Council representing a village that will be affected greatly by the proposed developments, we would like the opportunity to participate in the oral part of the examination. | | | | |
| PR-C-0676 1663 | 01/10/2017 | Mr G | Thompson | | | | | | N |
| <p>Comments</p> <p>Project 6 (Page 165) Bus lane improvement along the A44 Begbroke to Loop Farm. This 'proposal' is physically and financially impossible owing to the restrictive widths of railway and canal bridge crossings plus the underpasses at Peartree Interchange. Further restricted by Project 11a (Page 167) being 'cycle and pedestrian improvements along A44 between Bladon Roundabout and Peartree Roundabout', the so called 'Rapid Transit' route along the A44 (only capable of funding if Government grants are forthcoming) is little more than a pipe dream and cannot be used to justify large scale housing development adjacent to the A44 at Yarnton and Begbroke. The infrastructure proposals are not justified, nor effective.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0682 1681 | 08/10/2017 | Tara J | Prayag | | | | | | N |
| <p>Comments</p> <p>The Submission Plan (5.45) north Oxford suffers from "high levels of congestion and delay" and that there are Air Quality Management Areas across the whole city as a whole and on a small section of the Bicester Road due to high levels of pollution. Traffic Levels Oxford Road is regularly at a standstill from 7.00am on a working day. It can take minimum 45 – 60 minutes to get into Oxford City. Roundabout changes at Cutteslowe and Wolvercote have not made things better. Additional traffic will make the situation worse. The Bicester Road is similarly busy at peak times, often coping with traffic avoiding the congested A34. Bicester Road is used as a rat run when the A34 is blocked which happens frequently leading to congestion. The Submission Plan itself in 5.47 says: "Traffic modelling suggests that under the highway circumstances that exist in 2013, the 4400 new homes we are planning for would increase car journeys by 1.3-1.4% - a relatively small percentage change but one that must be seen in the context of a wider picture of existing traffic congestion and delay experienced on the network." You have not explained where you got that figure. Are you anticipating one car per house (and ignoring the fact that most people rent out rooms) – the flat above us has three bedrooms and has two cars. An additional 4400 houses in Cherwell (1410 of which are in the Parish) together with further growth at Banbury, Bicester and Upper Heyford will put further pressure on the transport network through our Community and exacerbate the problem. The new Westgate Shopping Centre is anticipated to be a major attraction drawing visitors in and traffic problems within Oxford related to this are already being reported locally. Bus Services PR2 (a) ii and (d) refer to improved bus services along the A4260/A4165. At present there are examples of bus services being reduced through Gosford rather than increased. The S5 (Stagecoach) bus service no longer runs direct from Gosford, have more diverted routes and are busier and more delayed than previously. Delays are due to increased traffic congestion. No where do you mention the cuts that affected the bus routes across the whole county. Also understand that charges at the Park and Ride are increasing which will not help alleviate the problems. Where will additional space be found for a bus lane on Oxford or Bicester Road? One was there previously and was deemed unsuccessful and did not last more than a couple of months. Residents already experience problems from vibration in their houses from buses/lorries so if the bus lane is brought closer to their properties this will make the problem worse. How will an additional bus lane through Kidlington or Gosford be achieved. Given the above concerns do not believe that Policy PR4 will achieve sustainable development, nor will it be effective in delivering the necessary improvements over the Plan period. Remain unconvinced that the policy complies with the National Planning Policy Framework paragraphs 29 and 30 in terms of delivering sustainable transport and reducing congestion. Air Pollution There are designated Air Quality Management Areas (AQMA) covering the whole of Oxford and on Bicester Road within the Parish. This illustrates that there are recognised air pollution problems within and very close to the Parish. The most recent 2016 Air Quality Status Report for Cherwell confirms (Table 3.1) that nitrogen dioxide concentrations still exceed the national air quality objective for Bicester Road AQMA. Given that the whole of the administrative area of Oxford City has been declared an AQMA it is difficult to believe that areas just immediately to the north of the City Boundary (and within the Parish) will not risk suffering equally from air pollution resulting from increased traffic levels. Within the Oxford AQMA the Wolvercote and Cutteslowe roundabouts are identified as hotspots for pollution both of which are close to Gosford and Water Eaton Parish. We do not consider that Cherwell has fully considered the air pollution impacts of the additional traffic on the Parish. Funding Appendix 4 provides a list of transport infrastructure improvements to support the growth proposed. However, it is noted that whilst many of these are considered of "Critical" costs/funding are to be confirmed. It remains distinctly unclear as to whether these improvements will indeed secure the necessary funding. In addition, many of these schemes, it appears require developer funding for implementation which are clearly yet to be secured. There needs to be a much clearer link between the transport improvements and new developments. Development should not go ahead until critical infrastructure is in place. Funding Appendix 4 provides a list of transport infrastructure improvements to support the growth proposed. However, it is noted that whilst many of these are considered of "Critical" costs/funding are to be confirmed. It remains distinctly unclear as to whether these improvements will indeed secure the necessary funding. In addition, many of these schemes, it appears require developer funding for implementation which are clearly yet to be secured. There needs to be a much clearer link between the transport improvements and new developments. Development should not go ahead until critical infrastructure is in place. Given the above concerns do not believe that Policy PR4 will achieve sustainable development, nor will it be effective in delivering the necessary improvements over the Plan period. Remain unconvinced that the policy complies with the National Planning Policy Framework paragraphs 29 and 30 in terms of delivering sustainable transport and reducing congestion.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Appendix 4

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| PR-C-0688 | 03/10/2017 | Susan | Knox | | | | |
| 5659 | Comments Pressure on GP and School Services - The surgery is very busy. For regular check-up visits it is necessary to book at least 2/3 weeks in advance. Such an increase in population will make things impossible. Likewise the school is also full having just added more capacity. While new schools will provide places, the road traffic will increase, all adding to the difficulties here. | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | |

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| PR-C-0768 | 10/10/2017 | Julie-Anne | Howe | Oxfordshire Clinical Commissioning Group | | | N |
| 516 | Comments Detailed comments provided on health proposals - Kidlington and Surrounds Neighbourhood Estates Issues:(includes Islip and Woodstock). | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | |
| | Oxfordshire Clinical Commissioning Group, as part of their Sustainability and Transformation Plans are working on Locality Place Based Plans. These are currently in draft format, and will be subject to public consultation. The detail around estates provision is underway, and the principle being worked to within the OCCG strategy is that there will be one health Neighbourhood in the Bicester area, made up of two health campus's, and one Neighbourhood in Kidlington, which encompasses joint working with Islip and Woodstock. The intention for the main health hub campus in Kidlington is to have the two existing local practices working together as a single unit to ensure sustainability for the future. The placement of this health hub is undergoing discussion, and is very much reliant on developer contributions for it to go ahead. With the housing proposed in the Kidlington, Yarnton, Woodstock area, all local practices will be significantly impacted upon, with Islip least affected. 1. Three health hub site options have been identified on the proposed plans - the provision of a new health hub is complex and will require further discussion on what is the most suitable location to develop. 2. Public transport links are key to patient ease of access to health services, along with sufficient parking. 3. Fast broadband and IT in place for both the premises and patients generally will support access to new models of health care in the future. 4. Care Home provision produces significant pressure on health facilities and planning requests should be discussed early with the local practices. 5. Funding for infrastructure to support pressures on practices as a direct result of housing growth is essential to ensure a safe sustainable service. Our expectation that a contribution will be forthcoming as a direct consequence of that development. Separate document provided for further details around: A Kidlington Health Hub model, health needs associated with housing growth (page 14), Original response to the part 1 consultation in January 2011. OCCG is keen to continue to work with CDC around the implications of housing growth on health. OCCG do object to this development until we are satisfied that sufficient provision is being made for healthcare infrastructure, for the healthcare needs for the proposed development. | | | | | | |

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| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | |
| 5057 | Comments Detailed comments on the Infrastructure Schedule provided. | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | |
| | Please see Annex 2 of the representation for detailed comments. | | | | | | |

Proposed Submission Plan - Appendix 4

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| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y |
| 5020 | Comments | | | | | | | |

The Tripartite considers that the list of infrastructure requirements represents the position as at the time of preparation of the Plan in terms of information provided by Council service areas, the County Council, infrastructure providers, statutory undertakers and others. However, there are gaps and other issues (see below), which indicate that the Schedule is not complete, fully justified, effective or consistent with national policy. Therefore, the Tripartite considers that it should be seen as a 'work in progress' because, at this stage, it cannot be relied upon to represent a definitive statement of requirements, estimated costs, delivery methods and funding sources. Infrastructure requirements that relate to more than one "allocated strategic development site" are identified within the Schedule and will need to be considered within the scope of advice in the NPPF (Paragraph 203-205) and apportioned on a pro-rata basis to each site. This will also need to have regard to the impact of the proposed development of each site and the appropriate phasing of infrastructure delivery to ensure that the infrastructure requirements are necessary to make the development acceptable, directly related to the development and fairly and reasonably related in scale and kind to the development. This is likely to be secured and managed through s106 obligations although the Council has not yet decided whether to proceed with CIL. Hence, the Tripartite reserves its position on CIL and any draft Charging Schedule for the strategic development sites. Education Item number 19 in the Schedule identifies the provision of a 3FE primary school at land east of the A44. This is repeated at Point 4 of Policy PR8. However, Point 5 of Policy PR8 makes reference to an additional 2FE primary school within the allocation 'if required in consultation with the Education Authority and unless otherwise agreed with Cherwell District Council'. However, this possible requirement does not appear to be included within the Schedule, which is confusing and inconsistent. It also suggests a disconnect between the evidence base and the Plan, which needs to be addressed in order to be effective, justified and consistent with national policy. Item number 22 of the Infrastructure Schedule includes a 900-place secondary school at land east of the A44 but states in the ninth column (LP1 PR site policy) that it relates to 'all sites'. However, Point 3 of Policy PR8 refers to the need to provide a secondary school on 8.2 hectares of land, without any reference to this development being required by all proposed residential development sites within the Plan (which will generate secondary school children), which is unclear, not effective and inconsistent. The Tripartite considers that the education evidence base dated September 2016 does not support the detailed and prescriptive approach set out in the Infrastructure Schedule. It is the Tripartite's view that the proposed education requirements for the strategic development sites need to be considered alongside the emerging spatial development strategy in other areas, proposals for new schools, capacity available in existing schools and the potential to expand existing schools. All this work has yet to be undertaken, and is required to inform a final decision about what it is appropriate to provide in the Schedule. It is the view of the Tripartite that the current education provisions are not adequately justified by the supporting evidence base, which is not up-to-date, and that the details referred to in the Infrastructure Schedule are premature, not substantiated, presently inequitable and too prescriptive. Revised wording is proposed that provides the necessary flexibility at this stage, pending the further assessment that is required by the County Council, as education authority. Item number 33 of Policy PR8 makes reference to the provision of GP health facilities and the need for private developers to make a contribution towards these facilities. This obligation also forms part of other policies relating to sites proposed to be allocated at PR6a, PR6b, PR7a and PR9. However, the approach to delivery is unclear in the Schedule and whilst one option is through Local Centre space allocated as part of Policies PR6a and PR8, the evidence of need is unclear (from the Schedule and the OCCG). The relevant LP1 PR site policies column refers to PR6a, PR6b, PR7a, PR7b, PR8 and PR9, which suggests that the need is generated by all of these developments, yet the requirement is indicated to be borne by two sites. This is not fairly and reasonably related in scale and kind to the development and therefore not consistent with Paragraph 204 of the National Planning Policy Framework (NPPF). As a consequence, the Tripartite questions this requirement and its reference in Policy PR8 as it lacks clear justification and effective recognition that any GP health care need would be generated by many other development sites in the locality and costs/land costs should therefore be apportioned on a pro-rata, equitable basis to satisfy the NPPF. Another alternative is for the redevelopment of the existing GP surgery site if this is appropriate and justified by the evidence base. Item number 41d suggests that 79 hectares of land east of the A44 should be retained for compensatory open space, countryside access and improvements. Item number 44h suggests 21 hectares of land is needed for public open space as informal canal side parkland as part of the Policy PR8 allocation at Begbroke. Item number 47b makes reference to 12.6 hectares for a nature conservation area as part of the allocation at PR8. However, these areas are different from those listed under Policy PR8. As drafted, Policy PR8 sets measurements of 29.3 hectares of Local Nature Reserve, 12.2 hectares for a nature conservation area and 23.4 hectares of publicly open green space. This is an anomaly albeit that the Tripartite considers that the areas and measurements should only be seen as "indicative" at this stage. Given the need to avoid coalescence, protect the environment, enhance biodiversity, achieve sustainable development and offset the removal of land from the Green Belt (as supported in the Government's Housing White Paper – 'Fixing our broken housing market' Cherwell Local Plan 2011-2031 (Part 1) - Partial Review – Oxford's Unmet Housing Need – Proposed Submission Representation Form (February 2017) the Tripartite do not object to the general proportion of the site to be allocated via Policy PR8 being proposed for green infrastructure. However, the Tripartite consider that the Infrastructure Schedule should align more closely with the numbers/areas included within Policy PR8 and the addition of the word "approximately" before those areas to allow the precise configuration and extent to be established through a master planning approach to the development of the site (secured via a Development Brief and outline planning application).

Changes Sought

Amend Item numbers 19 and 22 and replace with: "Education requirements need further assessment and consideration alongside the emerging spatial development strategy, the strategy in other areas, proposals for new schools, capacity available in existing schools and the potential to expand existing schools. All this work has yet to be undertaken by the Education Authority and is required to inform a final decision about what it is appropriate to provide on the proposed strategic development allocations and within related policies. This will include a mechanism that recognises the alternative potential use of the land, the demand arising from the area and the need to ensure that the requirements are related in scale and kind to the proposed development." Delete Item number 33 as the requirement and its reference in Policy PR8 lacks clear justification. In addition, it fails to recognise that any GP health care need would be generated by many other development sites and costs/land costs should therefore be apportioned on a pro-rata, equitable basis to satisfy the NPPF if the requirement can be justified. Alternatively, this could be amended to include the potential to redevelop the existing GP surgery site funded through pro-rata contributions from each strategic development site. More closely align the measurements and areas included within Item numbers 41d, 44h and 47b with those included in Policy PR8 and state that these are "indicative" only at this stage. Delete Item 44d. If this land was included to facilitate the provision of the proposed pedestrian, cycle and wheelchair bridge over the Oxford Canal to enable the site and public bridleways to be connected to the proposed allocation at Stratfield Farm (Policy PR7b), this could be addressed through an amendment to refer to the need to include just the land required for the bridge and public bridleways to achieve this objective. A similar requirement will be needed in respect of Policy PR7b. Delete Item number 46 as investigation and remediation of the landfill site is likely to be costly and unnecessary to the Policy PR8 allocation and its wider development and could be retained as existing – green infrastructure. Provide a reference that the indicative levels for contributions for education, health, etc. can be discussed with the Council and County Council and any s106 agreement can manage pro-rata contributions so they fairly and reasonably relate to the scale and impact of the development.

Reasons for Participation

The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.

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| PR-C-1348 | 09/10/2017 | Alan | Whitley | | | | | |
| 4408 | Comments | | | | | | | |

Lack of thought to infrastructure. Limited plans for amenities e.g.. shops, GP surgeries. Redeveloping Exeter Hall with existing practices in larger premises would cause Yarnton residents an approx. 6 mile journey which is not ideal.

Changes Sought

Reasons for Participation

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| PR-C-1350 | 09/10/2017 | Mr PA & Mrs JM | Carpenter | | | | | |
| 5082 | Comments | | | | | | | |

This is physically impossible owing to the restrictive widths of the railway & canal bridge crossings plus the underpasses at Peartree Interchange. It is further restricted by Project 11a being "cycle & pedestrian improvements along A44 between Bladon Roundabout & Peartree Roundabout", the so called "Rapid Transit" route along the A44 which is only possible if Govt. grants are forthcoming. This bus lane improvement cannot be used to justify large scale housing development adjacent to the A44 at Yarnton and Begbroke .

Changes Sought

Reasons for Participation

Proposed Submission Plan - Appendix 4

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| PR-C-1648 | 11/10/2017 | Laura | Morgan | N |
| 5625 | Comments | | | |
| I object to Policy PR11 on infrastructure because it is unsound. No costs are shown in the schedule. In most cases no source of funding is identified. There is no indication of how the already congested highway network will cope with the additional vehicles from these new houses and the other developments planned for the wider area. | | | | |
| Changes Sought | | | Reasons for Participation | |

Proposed Submission Plan - General Comments

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| PR-C-0001 | 19/07/2017 | Karl and Karen | Bushell | |
| 1 | Comments | | | |
| Have been Yarnton residents for over 30 years and have seen the village grow in population. Are not opposed to sensible expansion but plans to build 4400 on GB land are unbelievable. If you proceed with any development on GB land you will go against the definition of GB in the NPPF. At the moment the local roads and doctors surgeries are unable to cope, and local wild life is being pushed away. Strongly object to the current plans. | | | | |
| Changes Sought | | | Reasons for Participation | |

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| PR-C-0001 | 19/09/2017 | Karl and Karen | Bushell | |
| 4792 | Comments | | | |
| Strong objections to the proposed mass development of our area that makes no practical sense and will destroy our green belt. Feel that you need to seriously review because it breaks all the current guidelines for green belt protection. It is a struggle to get out of the village at the moment without additional traffic. Unless you can reinstate the station at Yarnton and a tram route to Kidlington, Oxford and Witney everything will come to a stand still. 4 week wait for doctors' appointment and need to go to Kidlington. Local surgeries cannot cope at the moment. Where is all the wonderful local wildlife to go? Many deer, badgers, foxes, other small animals and reptiles plus an array of birds rely on the area around Yarnton for their existence. What arrangements have you made for their lives? | | | | |
| Changes Sought | | | Reasons for Participation | |

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| PR-C-0002 | 05/10/2017 | Mrs Denise | McKillop | |
| 1179 | Comments | | | |
| Disgust and annoyance to the future proposal for vast amounts of additional housing in the Yarnton and Begbroke villages, to the point where both villages will be permanently linked together. An action against Greenbelt Policy. The proposed land to be built on is in the Green Belt Area which is a further important point. This should not be allowed to happen as this land will be lost for ever to future generation. Oxford as a city has lots of brown site areas that could be built on. The houses built will not be for local people, due to prices predicted they are more than likely to be built for commuters travelling to and from London on a daily basis. Being a member of the Woodstock and Begbroke Health Walking Groups we walk the various fields in the area, on a weekly basis, that in the very near future will be built on. The houses built will not be for local people, due to prices predicted they are more than likely to be built for commuters travelling to and from London on a daily basis. There is clearly a lack of understanding of the difficulties that already exist in this area regarding traffic conditions throughout the day. Building additional homes that are no longer required will add to these difficulties. | | | | |
| Changes Sought | | | Reasons for Participation | |

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| PR-C-0002 | 21/07/2017 | Mrs Denise | McKillop | |
| 2 | Comments | | | |
| 1). The proposed planning goes against CDC own policy on not building on GB land except under exceptional circumstances. There are no exceptional circumstances as there are plenty of brown area sites in Oxford to be used for housing. 2). Yarnton will quadruple and the necessary services to absorb this massive growth will be years behind. 3). The atmospheres of Yarnton and Begbroke will change drastically for ever. They will no longer be villages but extended suburbs of Oxford. CDC stated that these villages should be kept separate so by taking this action CDC is going against its own policy. 4). Yarnton and Begbroke already have extreme traffic problems, not only during commuter times but also during frequent weekend events at Blenheim Palace. 4400 new homes will invariable mean 8800 new cars making the A44 unbearable. 5). Blenheim Palace has been granted additional housing as well, which means again an increase in traffic and pollution. 6). This proposed development will not assist the housing shortage in Oxfordshire as there will be little first time housing being built. The development will be for people in Oxfordshire who commute to London. It seems a money making project. CDC will benefit from increased council tax revenues. 7). Active member in the village who loves living in a small community where the majority of people know each other. Enjoy being able to walk to the countryside. GB should be allowed to remain for future generations. Once built on the GB it is lost for ever. 8). Yarnton has historical footpaths relating back to the Civil War. These are very well used by local people. Regular walking helps with mental and physical health. 9). Housing demand has changed drastically since Brexit, this planned development was devised before Brexit and therefore out of touch with recent changes in this country. | | | | |
| Changes Sought | | | Reasons for Participation | |

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| PR-C-0004 | 26/07/2017 | Mrs Bridget | Watson | |
| 4 | Comments | | | |
| 1. This is GB land and as intended in the original legislation, should not be build on and was intended to retain distinct boundaries between individual settlements. If development went ahead on the proposed scale there would be no distinction between Yarnton, Begbroke and Kidlington. It would also set a precedent and perpetuate the urban sprawl elsewhere. 2). Already congested traffic problem between Begbroke / Yarnton to and from Oxford. The impact on this already congested stretch of road would be intolerable. 3). Oxford City Council has not made sufficient effort to provide unmet housing needs on existing brownfields sites within the City. eg Oxford Golf area. Has enough effort been made to identify alternative sites surrounding Oxford? 4). In view of Brexit are the numbers of new houses necessary? The scale of housing should be revisited. 200 extra homes have already been build in Yarnton since 2011. 5). " Affordable homes" within this development will not be affordable for most people, particularly young people. 6). Proposal will have a detrimental effect on local infrastructure. It is already difficult to get doctor's appointments. Development will exacerbate this problem. 7). The loss of the local chicken and deer farm and other farm land between Yarnton, Begbroke and Kidlington will completely destroy the nature of this area. 8). The proposal would have an adverse effect on the diversity of local wildlife. | | | | |
| Changes Sought | | | Reasons for Participation | |

Proposed Submission Plan - General Comments

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| PR-C-0005 | 17/07/2017 | Dr Ian | East | |
| 5 | Comments | | | |
| <p>Strongest objection to large-scale building on GB without regard for meeting actual need, effective transport, availability of amenities, true community and catastrophic effects on existing settlements. GB was constituted to avoid sprawl beyond and between existing towns. There are no exceptional circumstances which might overwhelm that purpose, merely the desire to make huge and unwarranted profit. The surrounding roads are already hopelessly congested and cannot cope with additional demand. To override the GB protection will effectively destroy it. The precedent will be set. It will undermine all alternative protection for the countryside and rural landscape. It will completely fail to provide truly affordable housing so desperately needed. Developers will have no interest in low-cost housing where land has become plentiful, work remote and adequate transport and amenities absent. They will build unaffordable housing for wealthy London commuters lured into the area. It invites corruption of our planning system and destroys confidence in it. Two Alternatives suggested. First add 10% (on average) to each existing settlement, improving the viability of local amenities. Second, raise the density of housing within larger towns and cities, where transport and amenities already exist. Neither option has been considered presumably because they would make less profit.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0006 | 17/07/2017 | Stefan | Lutener | |
| 6 | Comments | | | |
| <p>Resident of Yarnton, exceptionally grateful to have been brought up in the this wonderful part of Oxfordshire. Devastated that no prior consultation has taken place with local residents. People understand the need for more homes but not in the huge numbers and densities planned. The plans would destroy the historical identity of all three communities and cause irreplaceable damage to the wildlife environment and beauty of the GB surrounding these villages. Infrastructure is at breaking point with the A44 and A34 unable to cope with the amount of traffic. These proposals will make the situation considerably worse. New housing projects should be shared with all the Oxfordshire villages in the surrounding areas, not just the few closer to Oxford. For example, Islip and Long Hanborough have excellent train links to Oxford. You risk spoiling the GB for future generations. This area is the gateway to the Cotswolds. It is imperative that these villages keep their identities and grow in a linear approach and not mass building. The newly constructed Cresswell Close Development in Yarnton appears to have drainage problems. This is a fundamental lack of infrastructure planning which concern and fear that this lack of foresight could be replicated again. The Oxford GB is precious to local residents and should not be destroyed and lost forever on a whim.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0007 | 17/07/2017 | Rosa | Cadd | |
| 7 | Comments | | | |
| <p>Urges Council not to go ahead with this mad planning.1). Yarnton resident near A44. It takes a long time to get into Oxford due to A44 traffic and 50 mile an hour speed limit. The proposed houses will treble the problems. If events at Blenheim it can take over an hour to get to Woodstock. 2). Doctor's appointments take up to 2/3 weeks now. are you going to supply more doctors and surgery's. Our small school is bursting at the seams. 3). It is GB and the law is that you cannot build on GB land. Why are you allowed to break the law? 4). Our children have to move away from the villages because they cannot afford even your affordable housing. We need to think about our own people to keep them housed before we think about Oxford. Oxford need to look closer to home before encroaching on GB which will be lost forever if allowed to be taken away.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0007 | 28/09/2017 | Rosa | Cadd | |
| 1175 | Comments | | | |
| <p>It is urged that Cherwell District Council rethink the amount of houses that have been suggested. Oxford has enough space to build the houses they need. Build houses that are affordable not 4/5 bedroomed houses that are not needed. Villages should be kept as Villages. Reconsider and stop the sprawl of Oxford.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0008 | 18/07/2017 | Cas | Lester | |
| 8 | Comments | | | |
| <p>Asks about the copse situated between the field and Water Eaton Lane, between numbers 66 and 28. There are bats in the copse - they feed nightly in our garden and the field. Will it be possible for them and their habitat to be protected and the copse left standing?</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0009 | 19/07/2017 | Alan | Joy | |
| 9 | Comments | | | |
| <p>As a Yarnton resident, fully support the need to build homes to support future intake and families. Have attended the residents meetings and there simply is no argument for progress.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0010 | 31/07/2018 | Giacomo | Castagnino | |
| 10 | Comments | | | |
| <p>There is no need to destroy our local villages. Groups including Merton College are greedy and these houses might be bought by foreign buyers. Oxfordshire is already over populated, building more houses will encourage more people to come in the county. The council cannot provide for the people already in Oxfordshire, schools, hospitals and roads are at breaking point. Yarnton roads are very bad.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |

Proposed Submission Plan - General Comments

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| PR-C-0011 | 19/07/2017 | Mrs | Patten | |
| 11 | Comments | | | |
| <p>Object to the proposed development for new housing in Begbroke and the surrounding areas. 1. It will destroy the form and character of each village. 2. Put pressure on the infrastructure. Local roads are regular jammed, schools oversubscribed and health services at their limit. No benefit for the residents. 3. The closing of Sandy Lane will create long delays at the lights of A44 turning into Langford Lane. Traffic cannot fit on the slip road, causing accident risks on the fast lane of the A44. 4. Irretrievable damage to large areas of countryside and serious loss of wildlife habitat. Ancient footpaths such as Frogwelldown Lane, the bridleways and Shakespeare Way give access to open country for walkers, riders and cyclists. The loss will be devastating. 5. GB encroachment flies in the face of CDC's own policy and it's agreed plan in 2015 together with the expressed wishes of most local residents. Public survey commissioned by CPRE Oxfordshire, 76% of Oxfordshire residents were in favour of protecting the GB, with the majority seeing housing development as the greatest threat. Do not want Begbroke to be surrounded by houses.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0012 | 19/07/2017 | Shahida | Zubair | |
| 12 | Comments | | | |
| <p>Deeply shocked and appalled that the Council is proceeding with plans to develop 4400 houses on the GB between Begbroke and Yarnton. Rep quotes the purposes of the GB as outlined in the NPPF. Rep also includes quote from CDC's Green Belt Report (April 2017). The proposed development will radically change the character of Begbroke and Yarnton. It will create a new town by stealth. The very essence of our countryside will be lost for future generations. The GB hosts a diversity of Ecology. This high density development will destroy their natural habitat forever. These habitats and wildlife give us wellness and wellbeing. The farmland in the GB is an area to walk and breathe fresh air. The GB is absolutely crucial to preserve and protect as it is a carbon sink for the pollution from Oxford. This development will contribute to more pollution from traffic and therefore we will suffer from asthma and other respiratory problems. Sandy Lane is a very important route for the residents of Yarnton and Begbroke for access to daily facilities and amenities in Kidlington. Closing it would force us to use the heavy congested traffic on the A44 to Frieze Way. This proposed development will definitely exacerbate this congested situation. Thousands of international tourists come to visit Blenheim Palace and the very rural approach to this national jewel will be marred and defaced forever by merging the villages. It will leave an negative impression on visitors.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0013 | 19/07/2017 | Alexis | Livadeas | |
| 13 | Comments | | | |
| <p>Concerns expressed about the proposed housing development around Kidlington. These are due to (1) loss of GB and (2) the increased traffic flow. If the land next to Garden City at the south side of Kidlington is built on, this will leave nowhere for local people to walk and enjoy a little piece of countryside without having to get into their cars. The proposed site is right next to a nature reserve. This will be adversely affected by the housing development. Enjoyment of nature is known to promote good health and well-being and to have to drive to do this is, when we have this on our doorstep is perverse. Concerns of already horrendous traffic problems around the southern side of Kidlington at rush hour will be made worse by hundreds of additional vehicles. At some times of day, it is impossible to leave the Kidlington housing estates because of backlog of traffic. Stationary and slow moving vehicles already produce significant amount of pollution at these times.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0014 | 20/07/2017 | Derek | Taylor | |
| 14 | Comments | | | |
| <p>Disgusted and horrified at the proposed destruction of the GB and the associated environment. Brought family down from the Lancashire Cotton Mill Town to live in a more rural and unpolluted environment. This housing will be accompanied by traffic pollution, natural pollution and remove forever the rural atmosphere. Fumes from the University Science fume cupboards can just about be absorbed in the existing surrounding land. High density housing will adversely affect on the environment. Reconsider the proposed demolition of our GB.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0015 | 20/07/2017 | David F J | Pollard | |
| 15 | Comments | | | |
| <p>As a Begbroke resident for 30 years wish to object to the proposed housing development on GB around Kidlington, Yarnton and Begbroke. The massive development of 2480 houses would destroy this rural community forever. Apart from pollution much of our wildlife would be lost. Examples of the wildlife are set out in the rep. In 2011 when the Science Park extended it's "link road" to the A44, across GB land, they promised to ensure protection of the bat and badgers population. How can they be protected and left in their natural environment when they lose this environment? The villages of Yarnton and Begbroke will become "estates" of the larger village of Kidlington and no longer unique by their separation. Does the planning committee know the area as it is some distance from Banbury? Proposals are driven by City of Oxford, or perhaps Oxford University, who already have an foothold in Begbroke Science Park. The A44 is the arterial road that runs through Yarnton and Begbroke, being only 6 miles from the City outskirts. With the proposal of Sandy Lane being closed off to the traffic, the additional traffic would be immense and the road quickly gridlocked especially at peak hours. This would have a dramatic impact on Oxford and Blenheim Palace. The Palace has many events during the year when the A44 is particularly busy and sometimes traffic is stationery back up to Langford Lane traffic lights. Palace traffic and northbound traffic as well as Woodstock traffic would be severely impacted by the traffic. The road would not cope with this and this effects everyone living there. The Science Park traffic lights on the A44, are timed to give preference to the Science Park. The rep describes in some detail the current and potential problems caused by this junction. New housing development will add to the already A44 morning-traffic gridlock. This has not been thought out, or issues ignored. Flooding. The Rowel Brook runs under the A44 west to east through the village. The houses in Fernhill Road back onto it. On Many occasions this has flooded the banks and washed up to the backdoor of these houses. The Rowel Brook runs along the entire top of the proposed housing plan. Has anyone considered the impact of this threat for the new houses? The bottom of Springhill Road, historically floods. This has never been resolved and new houses will not help but add to it. Infrastructure - The current schools struggle to cope with the present population. A very large school complex, plus shops and facilities and doctor's surgeries and better and more timely bus routes are needed. Do not think the proposed housing is an 'exceptional circumstance' especially when it is to meet the needs of Oxford and not the GB villages. CDC should be serving our needs and our wishes and not taking instruction from Oxford, which has its own council.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0016 | 21/07/2017 | Stuart | Earp | |
| 16 | Comments | | | |
| <p>Horrified at the proposals for 4400 houses around Yarnton and Begbroke. Strongly object for the following reasons: 1. Would become an urban sprawl. 2. A44 would be gridlocked and clog up the A34. Lorries would be stuck for hours, losing economy money. 3. Local doctor's surgeries and amenities in general could not cope. 4.The GB is precious and keeps people sane - do not destroy it.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| <p>PR-C-0017 17</p> | <p>22/07/2017</p> | <p>Mrs Catherine</p> | <p>Morley</p> | <p>Comments Expresses huge concern for the proposal to build 4400 houses on GB between Yarnton, Begbroke, Kidlington and Oxford. Government made a promise that new houses would not be built on GB. Volume of A44 traffic at present is at capacity during rush hours. It takes 5-10 mins to pull out at Rutten Lane roundabout due to traffic. With proposed Sandy Lane closure this will just compound the problem. How will you solve this problem if an extra 8-10.000 people will be using this road? Other concerns include air pollution, destruction of countryside, council funding of road repairs and local amenities (doctors surgery, schools etc.). This proposal is unsustainable and has been made as a reaction to the demands for extra housing. It is a 'tick box exercise' without careful consideration for the consequences.</p> <p>Changes Sought Reasons for Participation</p> |
| <p>PR-C-0018 19</p> | <p>24/07/2017</p> | <p>Philip</p> | <p>Skipp</p> | <p>Comments A great deal of effort has been expended on presenting the proposals in the most glowing and favourable way. Phrases such as 'protecting and enhancing', 'seeking to conserve', 'respecting the identity of' and 'mitigation' pepper the text. Jargon terms such as 'wildlife movement corridors', 'place shaping' and 'green infrastructure' seek to reassure the sceptic. Cherwell DC is already committed to building around 22,800 houses in its district. If this proposal to build a further 4,400 houses goes ahead then no amount of 'mitigation' is going to lessen the huge impact it will have on the environment and existing local communities. The submission also goes to some lengths in explaining the legal obligation Cherwell DC has in obliging Oxford City Council in meeting their 'unmet' housing need. A housing need based on the contentious SHMA report. Against a background of Brexit uncertainty, weak public finances and oft changing political imperatives, any claim to know what future 'need' is, should surely be treated with caution. As recently as March 2012 in the Governments own National Planning Policy Framework (NPPF) it stated, "The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence." Green Belts were set up with 5 guiding principles. It is hard to see how the Proposed Submission meets any of these criteria. If by the stroke of a pen we can invalidate the protection offered by the Green Belt, then it may as well be abandoned altogether. Citing 'exceptional need' can be an excuse wheeled out every time a developer or land owner seeks an opportunity to profit. There is a need for affordable housing and the creation of jobs, but there is also a duty on those of us who care to speak up for the British countryside. If we are condemning future generations to a bleak urban landscape, where their experience of the natural environment is confined to token 'corridors of green space', then we shall have failed.</p> <p>Changes Sought Reasons for Participation</p> |
| <p>PR-C-0019 24</p> | <p>24/07/2017</p> | <p>Daniel</p> | <p>Scharf</p> | <p>Comments Dividing land use planning between 5 districts creates difficulties when planning the bioregion comprising most of Oxfordshire. However, Cherwell has functional links to the surrounding Districts through, wildlife corridors, water catchment & drains/streams/ivers as well as transport links & the housing intended to meet Oxford's needs. Soil quality has been neglected by those engaged in urban development.</p> <p>Changes Sought Reasons for Participation</p> <p>Either through the Duty to Cooperate (or a Statement of Common Ground) or a Joint Spatial Plan there should be concerted attempts to coordinate the use of the countryside in terms including: - strategic tree planning, soil protection, wetland creation, water retention, run-off prevention, food production. All open space not given to recreation should be planted so as to provide carbon sequestration, food, enhanced drainage/water retention, improved air quality and increased well-being/mental health, following the practice developed under Forest Gardens. Such plantings provide a step towards urban food production & can be a key part of climate change adaptation (as well as mitigation through carbon sequestration). Cherwell should adopt a Soil Strategy, using green spaces to build & improve soil. Local food systems should be promoted through the use of legal agreements to secure affordable land & housing to create smallholdings to mitigate the impact of taking valuable land on the edge of settlements for high density housing. (refers to website).</p> |
| <p>PR-C-0019 20</p> | <p>24/07/2017</p> | <p>Daniel</p> | <p>Scharf</p> | <p>Comments No concern has been made re. the main issue, which needs to be confronted up to 2031 & beyond, the need to reduce carbon emissions by at least 6% p.a. (or even double that rate). The potential of the land use planning system to reduce carbon emissions by 50% (ref made to web link) will be missed unless addressed coherently &, holistically to achieve sustainable development as per the NPPF. The Plan 'must' mitigate against climate change (s19 of the Planning & Compulsory Purchase Act 2004) & contribute to the achievement of sustainable development (s92 of the PCPA 2004). This would only make sense if 'mitigation' meant to prevent & substantially reduce, & not just minimize or allow to happen, but at a slower rate. Sustainable development must not disadvantage future generations. The scale of the unmet need has not been objectively assessed. It relies on the 2014 SHMA that hasn't been scrutinized/critiqued. An extraordinary omission given the serious consequences (i.e. extensive GB development), & the obvious flaws in the analysis (i.e. equating demand with need as in the assessed 'need'; for more smaller houses in the affordable sector that has a greater need larger dwellings).</p> <p>Changes Sought Reasons for Participation</p> <p>The overarching vision for the local plan should include the following objectives: a zero carbon district/city by 2050 and aiming to be carbon negative; a water neutral region; not producing any waste water that is not already treated or released at a rate faster than the volume of river and rain water entering the local area/catchment; planning to reduce waste to zero; eliminating waste to landfill; and a net reduction in road traffic growth.</p> |

Proposed Submission Plan - General Comments

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| PR-C-0019 | 24/07/2017 | Daniel | Scharf | | | | |
| 21 | Comments | | | | | | |
| <p>Unclear why the Plan refers to overcrowding in the City at under 5% but not the level of under-occupation which is over 60%. The Plan is right to depart from the housing mix recommended in the 2014 SHMA (increasing the number of smaller dwellings) but doesn't question the SHMA in other ways. The Plan should include both Unlocking England's Hidden Homes (refers to website) & the 2016 HAPPI 3 report on housing for the elderly (refers to website) to its evidence base & take account of in the main findings. The problems & opportunities of housing the older generation have been underestimated. It should not be looking at housing for the elderly, but ensuring that most/all new developments are suitable for them. Given the state of the existing housing stock, the needs of the ageing population are unlikely to be met even if every new dwelling within the country or local plan area were made suitable for an elderly household. Refers to APPG 2016 (approx. 8 million, 1/3 of all households, could be looking to downsize). Re. self-building & community self-build/finish you are unaware of the potential of 'custom splitting' in both Oxford & Cherwell district to meet the needs of both ageing & younger households (refers to website). It is Government policy that self/custom building should be encouraged in order to make a substantial contribution to housing supply. The Council will find it difficult to meet their legal duty to provide serviced plots for individuals & associations of individuals on the statutory registers unless directed exclusively to Graven Hill (not on the plan to meet the City's needs). Encouraging households with 'space to spare that they would be happy to share' to register this interest could reduce under occupancy & allowing downsizing in place to address the crisis in social care. By making a deep energy refit a condition of the sub-division of an existing dwelling into 2 or more units, there could be a substantial decrease in the 80% of dwellings which are currently EPC D or below. The sustainability of custom splitting makes the proposal to spread Oxford out into the Green Belt look comparatively if not extremely unsustainable. Incidentally, the Plan should be providing for "consequential improvements" in the case of any extensions to buildings which do not currently meet a zero carbon standard. The merits of Lifetime Homes should be reconsidered in favour of a combination of Lifetime Neighbourhoods and custom splitting. The former can incentivize under-occupation while the latter would increase environmental & social sustainability. If, nationally, custom splitting could help raise the level of self/custom building to 20% of 200,000 p.a. (currently 7% of about 100,000) as in many other world cities as well as being an objective of central government, then the scale of new building in both the City & the adjoining districts could be reduced. Building in the GB should only be proposed/allowed when all reasonable alternatives have been explored.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0020 | 24/07/2017 | Rita E | Ahern | | | | |
| 25 | Comments | | | | | | |
| <p>Objection to building in excess of 4000 houses around Yarnton and Begbroke. The proposals will adversely affect local residents including traffic, drainage and the destruction of the GB. There would be an increase in traffic between Oxford and Woodstock and local residents would be seriously affected by the increased congestion, which is already a problem on a daily base. Local residents should not have to suffer loss of access to the city - more vital now than ever following the loss of services which were hitherto accessible in the villages. Elderly residents will be particularly adversely affected. Urge planners to find alternative sites in the City. E.g. Southfields golf course; move Park & Rides outside the city and use that land for building. Protect the GB.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0023 | 27/07/2017 | Victor | Bye | | | | |
| 28 | Comments | | | | | | |
| <p>Objection to building houses on GB around Begbroke and Yarnton. It would have a devastating effect on both villages. 1. Increase in traffic volume would make it impossible to move during the rush hour. The number of new houses would bring at least 4000 more vehicles onto already congested roads. 2. Medical services in Yarnton are already stretched to capacity. 3. Primary school would not be able to cope with increased numbers. Secondary school pupils travelling to Woodstock would need to be picked up by 7.30am to ensure they arrive in time to start lessons. 4. When the last development for 160 houses was put in for planning Thames Water objected due to increased supply of water and effluent. Still problematic now. How are they going to cope with 4000 houses? 5. Closing Sandy Lane would cause greater congestion to the A44 and A4260 roads. 6. Increase of pollution due to extra vehicles and utility needs, when we're being asked to cut pollution. 7. There is an planning application to build more houses in Woodstock which will also add to the congestion of the A44. Finally, is it not time that the City Council stopped building on commercial sites and concentrated on their own housing needs, before going for the easy option to build on local GB. There are several commercial sites that do not have full occupancy. Build on brownfield sites rather than the cheaper GB option.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0025 | 26/07/2017 | Prof Andrew | Lintott | | | | |
| 30 | Comments | | | | | | |
| <p>Objection to current plan. In seeking to respond to Oxford's needs it pays little or no heed to the needs of Kidlington and ignores practical considerations. 1. Water-table in the south of Beagles Close, is high and building will raise it further. Even if no serious flooding it will be very difficult to get house insurance. Water Eaton Lane acts as barrier to flooding from the Cherwell. Alterations to cope with increased traffic including removal of trees, will undermine this function. 2. It is undesirable to build houses directly underneath power-lines and the costs of re-routing this or cabling underground need to be considered. 3. in the areas bordering the A34 allowance should be made for the expansion of the dual carriageway into a 3-lane motorway. 4. One must ask - who will profit? Answer - probably not the homeless of Oxford, but London workers profiting from the new Parkway Station.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0026 | 29/07/2017 | Mike | Gorick | | | | |
| 31 | Comments | | | | | | |
| <p>Objection to the development 1. There will be an strain on the already over crowded infrastructure, which is not well enough maintained. 2. It appears deliberately to move the stress away from Cherwell towards Bladon and Woodstock which is a controversial political move. 3. There are other, long time un-used areas, that should be used before pressing into GB. 4. Any more development in an area close to a World Heritage site is unacceptable. However some might say this is beneficial since the World Heritage status might be removed. Is this the objective? 5. Double standards emanating from Blenheim Estate regarding development and the interested parties. How can it be demonstrated that this is not correct? (Statement of intent alone are not sufficient) 6. Consideration needs to be given to the residents and to traffic flow and wear and tear, which is magnified with events at Blenheim Estate. 7. Can we be sure there is no nepotism, in the decision within the parties concerned?</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0027 | 30/07/2017 | Mrs Mary | Newland | | No | No | No |
| 32 | Comments | | | | | | |
| <p>Proposed housing development in Gosford and Water Eaton infringes upon the GB. It is vitally important that this 'green' space is protected to prevent urban sprawl. Do not want to live in the middle of a new estate. 1. Traffic though the village on the A4260 is already gridlocked road during peak periods so imagine increased traffic from another 4000 houses. 2. Infrastructure would not cope. We would need more Government funding. 3. Pollution levels at the junction of the Miller and Carter Restaurant, Gosford and Water Eaton and Kidlington is already the highest in the area and the health of our families will be put at risk. 4. Our health centres are bursting at the seams now and there will not be enough doctors etc. to cope. Schools will be needed to meet the needs of these extra families. 5. Oxford Parkway Station already overcrowded at peak times. Increased numbers which will result in more cars on already crowded roads. 6. Our historic village should be preserved in it's entirety and it should not be an overspill from Oxford and London and should not be merged with Yarnton and Begbroke. The GB is our legacy. Do not build on the GB.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - General Comments

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| PR-C-0028 | 30/07/2017 | Catherine | Codd | | | | | | |
| 33 | Comments | | | | | | | | |
| <p>Objection to proposed 4000 new houses on GB around Yarnton, Begbroke and Kidlington. 1. Loss of GB for future generations. Brownfield sites should be developed first. The nature of our historic villages will be changed forever. Without the GB separating us, we will become a suburb of Oxford. 2. Serious concerns around the impact on traffic for the local area. The A44, is already gridlocked at peak times and cannot imagine the impact of a further 4000 households. Proposed restricted access via Sandy Lane. This is an key route for Yarnton residents to facilities in Kidlington. 3. Concerned about the impact on the existing infrastructure - what will the provision be? The impact on schools - education, doctor's appointments (already difficult), wear and tear of the roads (already poor condition) with 4000 more households? Overall it is the size of the development that is of most concerns. The density is too much for the local area and not in keeping with the existing villages. But mostly the beautiful and important GB will be lost forever.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0029 | 09/10/2017 | Jonathan | Mason | | N | N | N | Y | |
| 5533 | Comments | | | | | | | | |
| <p>According to the Cherwell District Council Local Plan, "the essential characteristic of a Green Belt is its permanence" and "detailed Green Belt boundaries defined in adopted local plans should be altered only exceptionally". Nothing in the Plan or associated documents provides a convincing case that the current need can be considered as exceptional. It is an acute, temporary need that results from poor previous planning and failure to distribute employment and wealth throughout the country. Wider, long-term planning failures should not be mitigated by destruction of the Green Belt for short term and short-sighted gain. The housing requirement figures are at best debatable, insufficient consideration has been given to alternatives to meet Oxford's housing needs within Oxford itself, and Cherwell District Council's childish initial attempts to push this plan through with the minimum statutory consultation are a clear indication that what is being proposed here is not right.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> | | | | | <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | |
| PR-C-0029 | 31/07/2017 | Jon | Mason | | | | | | |
| 34 | Comments | | | | | | | | |
| <p>Frustration on the consultation period for the "Cherwell Local Plan 2011-2031)" has been set at the statutory minimum of 6 weeks and that it is during the summer holidays, when the majority of people are on holiday or busy with child care, so having less time to consider the planning documentation fully. Council urged to extend this period of consultation, to give people time to make representations based on reasoned considerations of the plan.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0029 | 09/10/2017 | Jonathan | Mason | | N | N | N | Y | |
| 5589 | Comments | | | | | | | | |
| <p>A key foundation of the Plan is that its intention is to meet Oxford's unmet housing need. However, little consideration seems to have been given to the significant risk that a proportion of this housing is likely to be occupied by people working in London. Since the opening of Oxford Parkway station, there has already been a notable influx of individuals who choose to live in the settlements north of Oxford and commute into London. This is evidenced by the major inflationary impact that the creation of the station has had on house prices. While this has seriously affected the affordability of housing for people who work in Oxford and the local area, it is still very affordable by London standards. Fear that we will be destroying our Green Belt for the sake of London's unmet affordable housing need. Therefore, the Plan is neither justified nor effective and thus is UNSOUND. No consideration seems to have been made to the effect, particularly of Policy PR9, on through routes within Yarnton. Rutten Lane is already used extensively as a cut-through from Cassington Road to the A44. The volume and speed of vehicles along this road puts the children using the preschool, school and park, the elderly living in the residential home and everyone going to the social club and doctor's surgery at risk. This will only get busier with the expansion of the village, thus putting these most vulnerable groups in our society in even greater danger.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> | | | | | <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | |
| PR-C-0030 | 31/07/2017 | Mr and Mrs M F | Barnard | | | | | | |
| 35 | Comments | | | | | | | | |
| <p>Opposes the additional 4,400 Housing Development Areas - Yarnton, Begbroke & Kidlington. When do you say "enough is enough". Our green & pleasant land is diminishing through the building of houses. It will never be returned to us. Britain is / was re-known for its pubs and villages, with its beautiful countryside. Most of the pubs are now gone, built on with flats, houses and supermarkets. How much more land should be sacrificed? Villages are being expanded to more than their capacity, until they can no longer be called villages. But how far do you go before it's stopped? Green belt land is there for a good reason, and is unbelievably being challenged as if there will be no consequences. We feel it's unfair that Oxford University should have more say than the residents of these villages. All too often we hear that houses have been built on the Thames Flood Plain, and then a solution has to be found when problems arise. It will be the same for some of these areas. It is impossible not to see or be affected by the growing gridlock of traffic at peak times or when there are shows / events on at Blenheim Palace etc. now, yet alone if there were even more traffic! Is there to be yet more congestion? The transport infrastructure can never be made to cope with expansion to hold more. Local facilities will suffer. Doctors, schools, police, fire, ambulances and shops will be unable to cope. Waiting time for the doctors at present are two to three weeks, unless an emergency appointment is made. Any social housing being incorporated in these plans will bring additional crime and antisocial behaviour. Our insurance premiums will go up and our house prices will surely go down. We understand how fortunate we are to live in Yarnton ourselves, but like most people here we did pay a 'HEFTY' premium to do so. This was far from easy for us as we could barely afford it. We moved from the Headington area due to the ever growing dense housing and population. We believe the different councils should communicate and convene more with each other. The Oxford City Council has just built just 12 luxury flats on the old Northway School site. Surely with such shortage of standard houses, this site would have been ideal for 100+ houses. Could this be happening all too often? Why should the 'protected' green belt boundaries be reduced when this must be happening everywhere? Then a decision of 'exceptional circumstances' would not apply to this situation.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

PR-C-0031 31/07/2017 Michael Warren South Northamptonshire Council

36 Comments

This Council raises no objections to the proposed submission documents, which appear to have been well-considered, based on the evidence gathered. The CDC vision responds to the specific needs and growth of Oxford, the relationship between housing and employment, and the importance of building sustainable communities that are well related to Oxford while respecting the Cherwell context. The Plan provides for new development that meets Oxford's agreed, identified housing needs, supports the city's world-class economy, universities and its local employment base, and ensures that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation, and to its services and facilities. In conclusion, SNC can fully support the Submission plan for meeting some of Oxford's unmet housing needs within Cherwell District.

Changes Sought

Reasons for Participation

PR-C-0032 31/07/2017 John and Laura Wainwright

37 Comments

Strenuous objections to build on Green Belt (GB) surrounding Kidlington. GB were created for preventing relentless expansion of town and cities and provide valuable amenity for residents in those cities. They should by definition be inviolable and permanently protected from development. Specific reference is made to Section 9 of the NPPF. CDC is to be reminded of Conservative government's election pledges to protect GB and to avoid siting housing developments on them. There must be sufficient brownfield sites on Oxford and Cherwell to obviate the need to destroy Kidlington's GB. Astounded that District Council is basing housing need projections on SHMA report. How can these be "objectively assessed needs" when the SHMA was produced by a team led by property consultants with close connections to the development sector? Therefore the housing requirements are far in excess of previous estimates and regarded as being grossly inflated. The need would be more credible if Oxford City Council were not prioritizing employment development sites. Kidlington's character would be totally destroyed by the 70% increase in population. The invaluable green gap between Kidlington and Oxford would be lost. Such a huge increase in population would produce enormous infrastructure problems in the Kidlington area. Health and school provision would reach breaking point. Traffic congestion is already an everyday problem. A massive increase in housing would produce intolerable congestion. Detailed reference is made to the Kidlington Framework Masterplan. CDC has always defended the Kidlington GB and it has a duty to Kidlington's residents to continue to do so if their environment is not to be irredeemably ruined.

Changes Sought

Reasons for Participation

PR-C-0033 31/07/2017 Fiona Brimson

38 Comments

Reject the proposals for the following reasons: Meeting Oxfords unmet need: The case for Oxford's housing need has been overstated. If Oxford was to switch land designated for business to housing it would be able to meet its housing obligations. It is premature for Cherwell to even start the process. It feels like a decision has been made 'behind closed doors'. Green Belt: The Local Plan Review attacks the core principles on which GBs depend. Even if the unmet need was proven the council should meet the need in locations other than the GB. The 3 villages affected have the least GB around them and there are other areas better suited that should be considered. Sustainability: How is the GB the most sustainable option? The loss of GB is the opposite to sustainability. It is the council's duty to locate other sustainable sites in the district previously identified. Density: If the Council built at higher densities there would be a greater opportunity for people to purchase genuinely affordable housing. Much higher density targets should be set. Transport: The proposed new railway station between Begbroke and Kidlington is unrealistic. The new housing should be delayed until the Oxford to Cambridge Expressway route has been decided, East West railway reopened and the full expansion of Bicester is agreed with its potential new transport infrastructure. The rep goes on to detail existing specific local traffic problems. More traffic will increase these problems. Employment: New employment needs to be focussed at Bicester where there are already large numbers of new housing being built and infrastructure already in place to manage this. Woodstock: Identified housing development in Woodstock would put undue stress on local infrastructure and services, threaten a world heritage site, damage a rural environment and turn an historic town in to an Oxford suburb. Am astounded the Council would consider doing this. The roads around Yarnton and Woodstock are often gridlocked especially during an event at Blenheim Palace. Additional houses would exacerbate this situation. In conclusion, there are other places to build the housing. The proposals mean that the GB would be almost eradicated in our area. Advocate taking plans to another part of Oxford where it will be less disruptive to local residents.

Changes Sought

Reasons for Participation

PR-C-0034 01/08/2017 Jodie Yarrington Byrne

39 Comments

Objection to 4400 houses being build in Yarnton. Oxford has allowed a housing crises to prosper and continue and does not want to properly address the issue. The answer is not to destroy the beautiful village of Yarnton. Oxford has allowed the housing units to become rentals and tourists to invade its city. The landlord's are absent in Oxford and they're allowing the housing stock to be degraded and inflated in price. This is Oxford's problem. Protect Yarnton. Yarnton is an charming village that could expand but not by 4000 numbers. Yarnton property prices will decrease and it's appeal diminish. This expansion is not the correct expansion project and the developers do not care about Yarnton. " they care about profits". Oxford's immigrant landowners, rent rooms out for high prices with mould in the rooms. Why would you want this repeated in charming Yarnton? This is Oxford's housing crisis that can be addressed by the citizens who allowed it to flourish there. Oxford can correct this problem with better rules and regulations. Opposed to 4000 housing units that destroy Yarnton village. A smaller upscale and carefully planned expansion is advisable at 200 units at most. That will ensure the property values and charm remain.

Changes Sought

Reasons for Participation

PR-C-0036 02/08/2017 Dr Mike Fulton

41 Comments

Please do not allow building on Green Belt land.

Changes Sought

Reasons for Participation

PR-C-0037 04/08/2017 Mrs B Thomas

42 Comments

Moved from Oxford to Yarnton in 1957. Yarnton was given Green Belt (GB) status so that it cannot be built on to protect our lovely village. Now it is proposed to build on it for Oxford people. There is land in Oxford to build houses, not commercial premises. The infrastructure cannot cope with such a proposed development, which is also agricultural land, producing food for the country. We are now importing 50% of our food. Categorically oppose these plans, to build on our Green Belt land.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0038 | 02/08/2017 | David | Brimson | | | | | |
| 43 | Comments | | | | | | | |
| <p>Reject the proposals for the following reasons: Meeting Oxfor's unmet need: The case for Oxford's housing need has been overstated. If Oxford was to switch land designated for business to housing it would be able to meet its housing obligations. It is premature for Cherwell to even start the process. It feels like a decision has been made 'behind closed doors'. Green Belt: The Local Plan Review attacks the core principles on which GBs depend. Even if the unmet need was proven the council should meet the need in locations other than the GB. Once the GB is built on it will be a tragic loss for future generations. Yarnton has already had a new estate built in the last couple of years and the Cassington Road still floods when it rains. Sustainability: How is the GB the most sustainable option? The loss of GB is the opposite to sustainability. It is the council's duty to locate other sustainable sites in the district previously identified. Density: If the Council built at higher densities there would be a greater opportunity for people to purchase genuinely affordable housing. Much higher density targets should be set. Transport: The proposed new railway station between Begbroke and Kidlington is unrealistic. The new housing should be delayed until the Oxford to Cambridge Expressway route has been decided, East West railway reopened and the full expansion of Bicester is agreed with its potential new transport infrastructure. The rep goes on to detail existing specific local traffic problems. More traffic will increase these problems. Employment: New employment needs to be focussed at Bicester where there are already large numbers of new housing being built and infrastructure already in place to manage this. Woodstock: Identified housing development in Woodstock would put undue stress on local infrastructure and services, threaten a world heritage site, damage a rural environment and turn an historic town in to an Oxford suburb. Am astounded the Council would consider doing this. The roads around Yarnton and Woodstock are often gridlocked especially during an event at Blenheim Palace. Additional houses would exacerbate this situation. In conclusion do not need the new housing which will destroy our beautiful countryside around Yarnton, Begbroke and Kidlington which is treasured.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0039 | 04/08/2017 | Mr & Mrs P. | Moylan | | | | | No |
| 44 | Comments | | | | | | | |
| <p>Concern expressed regarding the plans released by the CDC to build 4400 new houses around Yarnton, Begbroke and Kidlington on Green Belt (GB) land. Attracted by the community, identity and beautiful green spaces and wildlife surrounding the village. The proposed plans would lead to a tripling of the current size of the village and the merging of the villages of Yarnton, Begbroke and Kidlington into a major conurbation exceeding 27,000 people. This is on top of the irreparable impact country-wide of such an "development", forever changing the area which we cherish and want to protect. Objections to the CDC plans are based on the following concerns: 1. Cherwell is already committing to building 22000 houses in the district, why has the CDC committed itself to building more? The 2014 Oxfordshire SHMA must surely require review in the light of Brexit. Who, exactly, is it envisaged will buy/rent these properties, especially considering the economic and demographic outlook posed by Brexit? The plans therefore cannot be considered "consistent with national policy", as no one is clear what this is yet! Speculative building is unethical and greedy; it is well documented that developers and housebuilders regularly "sit" on land for an number of years confident that they can sell the land on for an better price at later date. Clearly, this will not benefit the local area. 2. Oxford City is proud of its 41% green space, but is happy to encroach upon and exploit the green areas beyond the city walls to meet the apparent housing needs. It is quick to dismiss sites that could easily be developed for residential purposes, but is able to find land for massive commercial developments such as the Northern Gateway. Land behind the back of BMW garage in Cowley is ideally placed for housing, why has this area not been explored for example, or the wasted space on the Botley Road industrial estates where many of the big technology business will likely withdraw because of the rise of online trading.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0039 | 04/08/2017 | Mr & Mrs P. | Moylan | | | | | No |
| 46 | Comments | | | | | | | |
| <p>The notion that it is possible to create SSSI is nonsense! The plans leave precious little in terms of green space around and between the villages. The plans will lead to increased pollution which will in turn gravely and irreversibly harm Begbroke Wood, Pixey and Yarnton Meads (SSSI), and Cassington Meadows. In addition, there is a roost of bats (possibly Noctule bats) living behind Rutten Lane in Yarnton, yellowhammers (RSPB Red List) can be seen on the allotments, hedgehogs and amphibians depend on the green areas and ditches surrounding the village, the return of otters to the Cherwell will be jeopardised, a plethora of old meadow grasses and at least thirty rare species of flowers. Rep refers to Dr Judith Webb's work. Threat to allotments where some allotment holders have been working the land for 40+ years: the pollution created by traffic and building work will make the current allotments unpleasant and unsafe areas in which to grow food. The allotments themselves provide habitats for a wide range of wildlife. 8. Floodplain (most recent major flooding event January 2014 in which the A34 was threatened by water on both sides between the Pear Tree and Botley interchanges): -the Partial Review July 2017' document alludes to the floodplain as a 'major constraint'. Reference is made to Forestry Commission advice on flood alleviation. Building on the GB will put the floodplain under even more pressure, and we will see serious, potentially fatal, flooding problems across the nearby communities. It also provides a unique and precious wildlife habitat.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0039 | 04/08/2017 | Mr & Mrs P. | Moylan | | | | | No |
| 48 | Comments | | | | | | | |
| <p>Undoubtedly, the homelessness crisis in Oxford is acute. It is folly to think that the building of houses will address this. The Council needs to fight harder to reinstate some of the vital services which have been limited or closed, particularly as regards physical and mental health, the most significant causes of homelessness, Rep provides website to express the point. The speculative building of houses signifies nothing other than a means of salving the conscience of the CDC and the present government. The transport infrastructure is already under strain. The proposal to modify the A44 from Bladon to Pear Tree by making one lane of the dual carriageway into a bus lane, is absurd. Traffic is often slow or stationary at present; this measure would lead to gridlock along the A44. The plans include the proposal to close Sandy Lane. This will remove a key road link between Yarnton and Kidlington. This action will lead to further traffic congestion at both ends of Kidlington and increased pollution. The suggestion that the Sandy Lane link can become a wheel-chair access and cycle lane as part of a cycle 'superhighway' into Oxford is ludicrous! In any case, such a project would simply lengthen cycle journeys! The introduction of another secondary school in the area, in addition to two further primary schools will increase litter, traffic and, sadly, crime. Where are the plans for increased community support, generally? The consultation period of 17th July to 29th August is too short a time-frame; indeed, we think it is poor judgement from the Council to run the consultation period during the school holidays, and thereby strongly urge for a considerable extension to the deadline. In summary, there are no 'exceptional circumstances' that justify building on the GB and altering forever the nature and identity of our historic villages and their beautiful and unique surroundings. The plans cannot be considered 'sound', in the sense that they have not been positively prepared, justified, or are effective and consistent with national policy. There must be more 'joined-up' thinking, analysis of real rather than perceived future need, and together with Oxford City, the CDC must be more resourceful and creative about finding responsible solutions to housing issues.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0039 | 04/08/2017 | Mr & Mrs P. | Moylan | | | | | No |
| 47 | Comments | | | | | | | |
| <p>The Plan stresses the relationship between Oxford and surrounding communities. It entirely overlooks the fact that Oxford has become a commuter city for those working in London. Those who can afford to live in the new developments will be travelling on the train to work in London, and not investing their time or money in any real sense in Oxford or the communities in which they own a house. The proposal purports to support the move for 'affordable housing', something which we find laughable. 80% of market value in the area does not equate to 'affordable housing' in a county where the average house price is already £400,000+. The 'promise' that a proportion of the new houses will be made over to the Housing Association and be available for rental, is an attractive one, but we have seen across the country that this very rarely happens, in reality. Younger generations want the opportunity of owning their own homes, and do not want to continue renting. The density of 45 houses per hectare is very high, higher still than the recent development in Yarnton on the Cresswell Close estate which stands at 35 houses per hectare. This presumably means there will be more high-rise housing which will further ruin the environment and contribute to light and noise pollution. The greed of Blenheim Palace, Merton College and Exeter Colleges: these can at best be described as commercial, self-serving, and excessively wealthy enterprises. It came as no surprise to us that Blenheim, the Colleges, and university are happy to 'give up' their land in support of the proposals. Once happy to visit and admire the beautiful Palace and grounds at Woodstock, we now actively avoid the site which has become an ostentatious 'stop-off on 'the Bicester Village' tourist trail and venue for all manner of 'events', clogging up our roads and spoiling our surroundings with no obvious benefit to the surrounding communities. For the second year running, we have felt forced to make alternative housing arrangements for the duration of the 'Country File Live' event to avoid the misery presented by the transport access issues. Contrary to its misguided conclusions, the Palace does not 'benefit' the community as much as it claims to believe, as many local enterprises have been put out of business - this goes unchecked, as does the Begbroke Science Centre which, to date, has provided no obvious service to its surrounding communities, whatsoever!</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0039 | 04/08/2017 | Mr & Mrs P. | Moylan | | | | No | |
| 45 | Comments | | | | | | | |
| <p>The centre of Banbury is disappearing because of the building of retail parks and housing out of town, and yet there is no refurbishment of the town centre as a residential area and social hub. In addition, the senseless threat of closure of a number of vital units in the Horton General Hospital in Banbury is a major concern. If the closures go ahead, there will be ever more traffic on the way to the John Radcliffe Hospital and associated units in central and East Oxford. It is already demanding for emergency vehicles to reach the J.R., but this problem would be dangerously exacerbated by excessive building in Yarnton, Begbroke, and Kidlington. The Green Belt is designed to prevent urban sprawl and loss of identity. If building goes ahead, the Parish boundaries of Begbroke, Yarnton, and Kidlington will be irrevocably lost. Furthermore, the decision to erode the Green Belt renders the designation meaningless, as it would run entirely contrary to the promise to safeguard our countryside, historic towns and villages, and it sets a dangerous precedent for the future. With the changes posed by Brexit, we are as a nation going to have to find ways to produce more of our own food, so the building on agricultural land is very unwise and short-sighted.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0040 | 08/08/2017 | Nicholas | Fry | | | | Y | |
| 49 | Comments | | | | | | | |
| <p>Considers the plan to be sound as it directly addresses existing and future issues regarding sustainable transport connectivity to and from central Oxford. It should be a priority to provide a sustainable movement corridor into and through the town for pedestrians, cyclists and public transport. The plan addresses this and provides not only for existing modes of transport but has the potential to provide for other rapid transport and environmentally friendly systems such as autonomous and electric busses, trams or other forms of mass transportation. There is significant growth in this technology which will be implemented during the life of this plan. The plan considers this point well, is "future protected" and that has to be applauded.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0041 | | Mrs Amanda | Platt | | | | No | |
| 50 | Comments | | | | | | | |
| <p>Objection to building on Green belt Area. Plenty of other places to use i.e. near the A34, brown fields North of Oxford and close to Oxford Parkway. Please, please don't do it! Already too much traffic on roads. Journey's should take 15/20 min to Summertown can take up to 45/50 min due to traffic on the road. Traffic worse during school terms. Bus is no good at all when car needed for work.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0043 | 07/08/2017 | Andrew | Platt | | | | No | |
| 52 | Comments | | | | | | | |
| <p>There are no "exceptional circumstances" involved. GB is there to protect urban sprawl. Plenty of Brown Fields near the A34 north of Oxford and close to Oxford Parkway, with no villagers nearby to upset or congest roads with minimum of another 2000 vehicles.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0044 | 08/08/2017 | Mrs M A | Read | | | | N | |
| 57 | Comments | | | | | | | |
| <p>Cannot cope with any more traffic in the Kidlington area and the schools are already overcrowded. Very strongly object to the plan going ahead.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0045 | 08/08/2017 | Patricia | Hook | | | | N | |
| 62 | Comments | | | | | | | |
| <p>Oxford should address its own housing need. There are already problems with the size of population currently in Kidlington, with traffic into Oxford gridlocked, buses into Oxford often full, schools at capacity and a long wait for GP appointments. One advantage to living in the area is the GB which is very important to children and families, as well as the general wellbeing of local residents, and therefore needs to be protected. The plan is not positively prepared, justified or effective.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0046 | 09/08/2017 | Mrs Lesley | Sims | | | | | |
| 63 | Comments | | | | | | | |
| <p>Objection to the Development proposals. Riding Roughshod through regulations: Why do we have regulations if the green belt can be thrown over for the very reasons stated for its existence. Why can Oxford impose development on Cherwell when Cherwell had its own plan completed and accepted as required. Who challenged the stakeholders over their wish list? Significant Conflict of interest: Very large windfall profits would be made by landowners who own the GB sites and who have recommended the development. Some of these landowners say they need affordable housing for employees. How will they contribute to that when the cost of residential land at more than a million an acre makes affordable housing pretty much impossible? Lack of Regulation: History shows that promised affordable housing does not get built and that land is released slowly to drive up value and returns to shareholders. This is perfectly correct from the point of view of the development companies and therefore it needs regulation to enforce what is required or it will not happen. The Oxford Council plan appears to be to hand over other councils' green-belt land to developers without any genuinely enforceable controls over what is built, or when, or whether the development will be properly supported by new infrastructure. They are not putting any money into this. There must be ways to set up suitable vehicles to ensure that this does not become a sprawl of opportunist developments. Lack of Trust: The appalling documentation which lacks executive summaries and can only be thought to be deliberately inaccessible. The timing of a consultation over the summer is either cynical or naive given that it is such a well-known ruse. The agreement between landowners and developers which is well ahead of any other consultation, leaving those who have had no say until now on the back foot. The marking out of additional green belt sites for nebulous use which can easily be seen as ring-fencing more green-belt for development as required. The sweeping lack of response to the objections received. Promises that joining all the villages up and then joining it all up to Oxford will not create a dormitory, with absolutely no response to the objections to this plan and no funded plan for the infrastructure that might prevent an infinitely worse quality of life for people in these villages. Out of date Data: The data being used is pre-Brexit. These are not sound data now. Cherwell Council appears to feel that it cannot refuse the demands of Oxford - but that is a nonsense. To what extent have they had an opportunity and the resources to test what is being demanded. There is a lack of any apparent enforcement of suitable infrastructure - are the people of Cherwell to pay for this too, one day, when life becomes impossible? • We need housing but more than anything else we need affordable housing for people who live and work here now - not for London commuters. We need to know exactly which sites will be used and to remove the soft land grabs proposed. We need to limit the amorphous mass proposed, maintaining some sort of separation from Oxford. We must limit the driving effect of windfall profits for one part of the community at the expense of others - and preferably direct some of them into reducing housing costs. We need better infrastructure now - let alone with additional housing. Oxford needs to help itself more and be seen to be doing so.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0047 | 09/08/2017 | Clive | Taylor | | No | No | No | No |
| 64 | Comments | | | | | | | |
| Scale of the proposal is too large. 1. Why do you need so much land, when the density of the housing that you propose is only 18.5/ha? 2. Why do you propose to build on Kidlington GB land, considered important to prevent urban sprawl. 3. Increase in major traffic problems that already exist, specially at peak times. 4. Where would the occupants of the houses in the area designated PR7a access the highway? 5. What affordable housing is there going to be, and how would you propose to prevent commuters and speculators from buying these houses? 6. Where are you going to put the extra schools. doctor's surgeries that is required for the massive influx of people? Why are you going to cut off Yarnton from Kidlington? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0048 | 07/08/2017 | Mr S | Beckett | | | | | N |
| 69 | Comments | | | | | | | |
| Very concerned about traffic movement, which will be adversely affected, and the road network needs to be revised as a matter of urgency. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0049 | 09/08/2017 | David | Meara | | | | | N |
| 74 | Comments | | | | | | | |
| The case has not been made for sacrificing GB land and sufficient consideration has not been given to the addition of over 4000 homes to the area. The infrastructure is already fully stretched with exceptionally busy roads and schools and GP surgeries struggling to meet current demand. The proposals need full and wide discussion rather than being rushed through the holiday period, and there should be further, more robust discussions with Oxford City Council. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0050 | 09/08/2017 | Lee | Gumbrell | | | | | N |
| 79 | Comments | | | | | | | |
| Objection to the loss of GB land and concern over the impact on services such as schools, roads and public transport. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0051 | 07/08/2017 | Huw | Morgan | | | | | N |
| 84 | Comments | | | | | | | |
| Objection to the loss of GB, which is an irreversible step. No meaningful addressing of transport issues - already an hour bus journey at peak time between Kidlington and Oxford. Concern over homes near Oxford Parkway being bought by London commuters - how will this be prevented? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0052 | 06/08/2017 | Melanie | Snelling | | | | | N |
| 89 | Comments | | | | | | | |
| Concerned about the impact on local services and traffic flow. Does the Plan include new schools and GP practices? Extra traffic from these houses will considerably increase congestion and pollution. Deeply concerned about loss of GB and associated impact on wildlife and the environment. The Council should maintain its positive environmental strategy by reviewing the proposed use of GB land. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0053 | 06/10/2017 | Ora | Sapir | | | | | |
| 1593 | Comments | | | | | | | |
| Objection to development by Bloombridge. This site is in the GB which must be preserved to prevent urban sprawl. Loss of landscape and rural views towards the oldest part of the village. Development will exacerbate the flood risk to housing and adjoining land/conservation area. Inadequate local infrastructure to support development of this scale. Damage to surrounding countryside and loss of a rich habitat for many rare wildlife species. The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary's Church. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0053 | 08/08/2017 | Ora | Sapir | | | | | N |
| 94 | Comments | | | | | | | |
| Objection because of loss of GB, traffic congestion and need for more affordable housing but developers catering to London commuters and buy-to-let landlords. Also Kidlington will struggle to manage its services for a larger community. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0054 | 11/08/2017 | Mrs S | Christiansen | | | | |
| 95 | Comments | | | | | | |
| <p>Objection to building 4400 houses and 3 schools and a station on Green Belt land and linking Yarnton, Begbroke & Kidlington together. Questions- How is the sewage system going to cope? How are the roads going to cope? Village is already being used as an "rat-run". Disabled person and depends on car. How many of these houses are going to be affordable?. Why is the new Barton Estate not enough for Oxford? Yarnton is a 5000 years old village and mentioned in the Doomsday Book - why should Oxford City spoil it just to house their residents? Our village will not benefit from this disaster, nor will future generations. There has been no mention of how the surgery is going to cope with all the extra patients? Please don't let this happen!</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0056 | 08/08/2017 | Mr C | Norridge | | | | N |
| 104 | Comments | | | | | | |
| <p>Do not agree that the proposed developments should take place. Any development north of Cutteslow roundabout would fill in land between there and Kidlington and be under the control of Oxford City Council. Existing developments at Bicester and Heyford are in progress with no improvements to infrastructure. A34 is a disaster and Junction 9 is one of the worst in the country. Need to maintain green areas between Oxford and Kidlington. There are plenty of large areas south of Oxford. It is Oxford City's problem and Cherwell Council should vehemently object to this Oxford overspill being developed north of the Oxford City boundary.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0057 | 09/08/2017 | Philip & Rebecca | Cobden | | | | N |
| 109 | Comments | | | | | | |
| <p>Limited space for development exists due to flood plains in and around Oxford, and although reasonable for surrounding villages to expand slightly to keep the region prosperous, the scale of the plan is out of proportion and unsustainable without massive investment in infrastructure. Local schools are at saturation point and struggling to provide a good standard of education to the existing population - how big would class sizes become with new developments? GB legislation is fantastic and should be respected above all else. It keeps the region in check, provides countryside for the natural population and this cannot be eroded - it would be a travesty for present and future generations. As a cyclist experience high levels of pollution already and buses get stuck in the bottlenecks that remove the bus lanes.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0058 | 06/08/2017 | Nigel | Francis | | | | |
| 114 | Comments | | | | | | |
| <p>Although there needs to be housing, the proposed plans are too great and on such a scale that the infrastructure will not be able to cope. GB is there for a reason and we want Kidlington to keep its identity and separation from Oxford, as well as the golf course, trees and wildlife. Think that PR 7a and PR 7b are manageable and a smaller sized PR8 as the roads could possibly manage. But not PR6 and PR1b. Please keep developments small and manageable.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0059 | 09/08/2017 | Fleur | Yerbury-Hodgson | | | | N |
| 119 | Comments | | | | | | |
| <p>Protest at proposed planning on GB in Kidlington, Yarnton and Begbroke. Objection in principle to building on GB and feel that brown field sites could be found instead. Rush hour traffic between Kidlington and Oxford is already very slow and several thousand more houses in the area will make it impossible to function and for people to get to work. Most of the new housing will not be affordable for most people and will likely sell as buy-to-let, being detrimental to the community rather than helpful.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0060 | 10/08/2017 | Michele | Lodge | | | | N |
| 124 | Comments | | | | | | |
| <p>The land was designated as GB to protect it for ever from this type of development and to preserve the countryside for everyone. The area cannot support this level of development. It already takes 4 weeks to see a doctor, with surgeries struggling to fill vacancies. Traffic is already regularly congested from end to end in Kidlington.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0061 | 07/08/2017 | S | Hooker | | | | N |
| 129 | Comments | | | | | | |
| <p>Object to Policy PR11. Without detailed costings and guaranteed funding for improved infrastructure, the highway network will be overwhelmed by the additional traffic. Object to Policy PR 3. Senior citizen who makes extensive use of local countryside. It enriches life and maintains health.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0062 | 11/08/2017 | Jane | Gould | | | | N |
| 134 | Comments | | | | | | |
| <p>The GB was always meant to be permanent and Oxford should stay separate from Kidlington and other villages. Most houses built will only be affordable to people commuting to London or bought for rental. The roads and public services cannot cope, with GPs already completely stretched.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - General Comments

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| PR-C-0063 | 12/08/2017 | K R | Fuller | | N |
| 139 | Comments | | | | |
| | Roads are already full, cannot get enough doctors now. What is the use of a new empty surgery or school? The places need to be built to be self-sufficient. | | | | |
| | Changes Sought | | | Reasons for Participation | |
| PR-C-0064 | | G | Hellman | | |
| 144 | Comments | | | | |
| | The area will be spoilt beyond recognition and it will destroy the feeling of living in the countryside. It is far too ambitious and will make the area part of Oxford. Most importantly the roads, parking and services will not be able to cope. Please think about the wishes of local people. The plan is not positively prepared, justified or effective. | | | | |
| | Changes Sought | | | Reasons for Participation | |
| PR-C-0065 | 14/08/2017 | Rev Felicity | Scroggie | | N |
| 145 | Comments | | | | |
| | Deep opposition to the proposed development in Kidlington, Yarnton, Begbroke for the following reasons: 1. Our villages do not need this housing and Oxford housing target is based on massively overestimated growth figures. 2. Do not have the capacity to cope with so many extra homes - roads, schools, GP surgeries, shops etc. will be stretched beyond breaking point & there is no evidence of proper funding for the infrastructure needed for a doubling of our size. 3.This is green belt land and once build on it is lost forever. Our villages will be submersed into Oxford suburbs and the precious open spaces that are lungs not only for us but also for North Oxford and the wildlife will be destroyed. Had understood that Greenbelt is a treasured designation and is only build on in exceptional cases of need. Cannot see this is an exceptional case. 4. Currant waiting times at Kidlington doctors is 5 weeks for non-emergencies appointments. This has knock-on effects for A&E departments, mental health services, voluntary support group and family lives. A huge increase in homes without proper infrastructure will only makes this worse. 5. Kidlington is becoming a more and more costly place in which to buy a house. Property developers are delighted to build more profitable homes for London commuters using the new train station. Do not believe that the 50% target of affordable houses will be adhered to - nor believes that these homes will be lived in by those from Oxford who do need housing - rather it will encourage London commuters & do nothing for young people seeking local housing. 6. Walk every day in the green belt area around Kidlington and meet other local people doing outdoor activities. These greenbelt areas keep us healthy and improve the quality of peoples lives. 7. The areas are habitat for local wildlife. The plan is unsound. | | | | |
| | Changes Sought | | | Reasons for Participation | |
| PR-C-0066 | 11/08/2017 | Mrs V | Bruckner | | |
| 146 | Comments | | | | |
| | Objection to 4000 more houses on Kidlington Green Belt. No more please! | | | | |
| | Changes Sought | | | Reasons for Participation | |
| PR-C-0067 | 11/08/2017 | Mr & Mrs P | Nutbrown | | |
| 147 | Comments | | | | |
| | Objection to building 4000 houses on the Green Belt on Begbroke, Kidlington and Yarnton. This will: 1. make traffic problems and pollution worse. 2. Stretch struggling public services even further. 3. Sacrifice open country side. 4. destroy local views, walks and habitats. Green Belt is meant to be permanent. once build on it is lost forever and what is left is under greater threat. | | | | |
| | Changes Sought | | | Reasons for Participation | |
| PR-C-0068 | 12/08/2017 | Keith & Hilary | Prince | | |
| 149 | Comments | | | | |
| | To build on the golf course will be very detrimental to wildlife. The narrow green belt to the north of the city of which the golf course forms part, is essential as a wildlife corridor for animals. The buffer between Oxford and Kidlington is essential and must be maintained. I believe that there is a golf course within the city boundaries that could be built on to help Oxford meet its own need. Kidlington has a right to maintain its own identity and not become part of a greater Oxford. The large estates do not include any open spaces for people to roam. This is already a problem in this area. Doubling the size of the population with nowhere for people to go without the need for long car journeys is a symptom of the greed which is underpinning these plans and will be detrimental to the well-being to the residents. There are continuing reports about the effects of pollution on the health of the population, yet there are plans for PR7a to build right next to the A34, one of the busiest roads in the country. Increase in development needs to be done in a gradual manner so that numbers can be absorbed naturally and the services needed for them to be provided. With no end to austerity in sight and continued cuts planned we know that no additional services will be provided and this will lead to many people being unable to access schooling, and medical services etc. Objection to the complexity of the consultation documents. They are not easy to find on the council website and there are so many. These are all wordy and complicated for lay people to read. Unable to find a summary of the plans and other relevant data anywhere to assist with understanding. This is a discourtesy to residents of Kidlington, Yarnton and Begbroke assuming this has been done purposefully to make it difficult for residents to understand and therefore discourage objections. This underpins our understanding that this massive development is almost certainly about greed, financial gain and reward for some rather than an honest assessment of the actual need. | | | | |
| | Changes Sought | | | Reasons for Participation | |

Proposed Submission Plan - General Comments

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| PR-C-0068 | 12/08/2017 | Keith & Hilary | Prince | | |
| 148 | Comments | | | | |
| <p>Objection to building 4400 homes in and around Kidlington, Yarnton and Begbroke.1. It cannot be possible that the population will increase so rapidly in the next 10 years that this number of housing will be needed in addition. Agree that Kidlington and the local area can take some housing but this must be in the hundreds not thousands, so that infrastructure and the well-being of existing residents is considered. If this many houses are needed just to cover Oxford's unmet need why is the City Council a) building industrial/commercial units at the northern gateway when there is no shortage of jobs in the area. This would be an ideal position for housing with its easy access to Oxford but will only now add to the problem when people have to move to the area to fill the jobs. b) allowing the development at Templars Square Cowley (within the city boundary) to only have 20% affordable housing? If genuinely trying to meet unmet need then all the new housing should be affordable, low rent or part rent part buy, and be occupied by those working in the area in low paid jobs as key workers or in other essential services. The houses that are proposed will not be affordable, they are purposefully being built around the new station to attract those who wish to move out of London but continue to work there. This is not Oxford's unmet need but an enormous commercial profit scheme and many of the properties will immediately be bought by 'buy to let' landlords thus removing them from the housing market and immediately pushing up prices. 2. Such huge numbers of new residents who will move to the area to buy these houses will have a catastrophic effect on existing residents. The roads are already so full there is no capacity for the 10,000 or so extra cars that will arrive. Housing estates will become clogged with traffic every morning trying to leave. The notion that all will get on a bus every day is ridiculous as for most people the bus does not go where they need to go. Will need at least 3 more primary schools and one more secondary school and triple the number of Doctors surgeries and dentists. Have not seen any mention of this, although all the documents associated with the consultation are so complicated and wordy it is very difficult to find any facts at all. There are few shops to the north of the city. This is unlikely to change and so traffic numbers on the ring road will soar. One of the car parks in Kidlington has already been earmarked for development, but the size of the town is to double with nowhere for cars to go when shopping.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0069 | 12/08/2017 | Shaun | Waine | | N |
| 154 | Comments | | | | |
| <p>Objection to the building of over 4000 homes on the grounds of inadequate infrastructure (roads) in the local areas; A34 and surrounding A40, A44 are all currently overloaded and congested daily. Also the use of GB reduces land for walkers to use.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0070 | 10/08/2017 | Moira | Speakman | | |
| 155 | Comments | | | | |
| <p>Great concern for the congestion on roads. Main road between North Oxfordshire and Whitney is often at standstill. Not enough recreational outdoor space for children in Kidlington. We have no park, unlike other towns. More people are shopping in Kidlington from Woodstock who have no shops with parking. All this is causing an overload on the environment. Old people living along the Moors have no access to the park or somewhere to walk, other than the shops. Another Science Park is being build which has an effect on the traffic congestion. Many houses are not selling in Kidlington so there will be an surplus. Young people are leaving as it is too expensive, so there will not be the demand.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0072 | 14/08/2017 | M F | Fawcett | | N |
| 161 | Comments | | | | |
| <p>Why do we have to sort out London's housing problems? Why are we building new industrial estates resulting in more people coming into the county and increasing the housing need? Tory element in LA and Government can see money to be made for their benefit and friends by selling off GB land.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0073 | 14/08/2017 | Mr & Mrs | Williams | | |
| 166 | Comments | | | | |
| <p>Living in The Moors for 29 years we have seen no well planned investments in infrastructure to believe these plans are effective. Have seen family homes demolished and replaced with apartments. Our children and friends' children have been forced to move from the area due to astronomical rents and the 'affordable' housing is not affordable. Our roads are regularly like car parks - there is nothing in the plans to make us feel that they are effective and that traffic will cope. With the flooding issues as well, there are many reasons to oppose the plan.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0074 | 14/08/2017 | Tony | Gregory | | N |
| 171 | Comments | | | | |
| <p>The traffic will be gridlocked, already there are too many people and too many cars. There are not enough facilities in Kidlington and it will cause flooding as the drainage system will not cope with more homes. There will be no countryside left soon.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0075 | 14/08/2017 | Vivienne | Brucker | | N |
| 176 | Comments | | | | |
| <p>Kidlington is big enough for its 'village' status, confirmed years ago by residents voting against being a town. In the 52 years we have been here we have lost green space opposite and the traffic has greatly increased. We don't want to become part of an urban sprawl and we do not want to meet Oxford needs.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0076 | 14/08/2017 | Joan | Davies | | N |
| 181 | Comments | | | | |
| <p>The traffic on A44 and A34 is already a major problem. Proposed sites will increase congestion and pollution. The proposals will serve London commuters rather than local community especially with Oxford Parkway station. Walks and countryside around Kidlington are very good for our community. The GB improves lives and mental well being for those who use it and is important for society to function well.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0077 | 10/08/2017 | Edmund | Isanski | | | | | N |
| 185 | Comments | | | | | | | |
| This would totally overwhelm the infrastructure. GP waiting time at key practice is already over 3 weeks, local roads already overloaded at rush hour towards Oxford. The Oxford ring road is already overloaded and will get worse due to Barton and Northern Gateway developments. The Kidlington population is already rising due to new flats being built, replacing houses on site. There is no development of local facilities and I object strongly to overwhelmed infrastructure and roads. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0079 | 12/08/2017 | Trevor | Elford | | | | | N |
| 196 | Comments | | | | | | | |
| Vast urban sprawl is not justified, Oxford must not encompass Kidlington/Yarnton or Begbroke. Getting out of Kidlington is already a nightmare and traffic infrastructure will not cope. Leave our GB alone. To provide correct infrastructure build a dual carriageway from Kidlington, Begbroke etc. to A34 to feed Oxford - this would overcome current and future traffic chaos. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0081 | 17/08/2017 | Mrs Pam | Thomas | | | | | N |
| 198 | Comments | | | | | | | |
| Health walk leader meeting and walking with groups. We love our open spaces, as long as you redesign plans to accommodate walking with a group of 20-30 people weekly and 3 times from various meeting points. Kidlington Church to Thrupp across fields. Consider this for future planning. More signed public footpaths relevant to areas changed. Sign Posts, public right of way. We must not lose our walks. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0082 | 17/08/2017 | B J | Wintour | | | | | N |
| 203 | Comments | | | | | | | |
| Only two doctors' surgeries in Kidlington and they will not be able to take all newcomers. Also not many leisure activities or large shops in the village. This sprawl will amalgamate Oxford and Kidlington. What next - Banbury? Where will the children attend school? Has anyone really thought this through? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0084 | 17/08/2017 | Mrs M | Leach | | | | | N |
| 212 | Comments | | | | | | | |
| We need to keep our GB. What about the sewage system and water increase? These things are important. There will be more cars - the roads are in poor condition now and not enough has been done to put it right and will not get done the way you are thinking. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0085 | 17/08/2017 | Adrian | Smith | | | | | N |
| 217 | Comments | | | | | | | |
| Oxford is full! There is no room for expansion in and around Oxford, with roads already gridlocked for large parts of the day. This will be exacerbated by increasing the number of houses to intolerable levels. The GB should remain to prevent, as intended, the creation of one massive conurbation. New affordable housing is needed but the vast majority of housing in the plan will not be affordable to the lower end of the market and will likely be bought by London commuters. I feel there are areas of unpopulated land that would be a better alternative to provide a new town. This would include office and business space, providing work for residents without the need to commute to Oxford. Although this would be a huge and expensive undertaking I feel it would be a better solution to the housing crisis, enabling a practical and efficient approach to the infrastructure and housing which is more likely to be affordable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0086 | 17/08/2017 | C & E | Rogers | | | | | N |
| 222 | Comments | | | | | | | |
| Do not believe that the houses will benefit Kidlington people. They would cause traffic chaos as already any small blip causes traffic to come to a standstill with the service roads also becoming blocked. With less green areas flooding will become worse, there is already a three-week wait for a GP appointment sometimes, and schools will not cope. Houses will only benefit commuters, Kidlington people would only have inconvenience. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0087 | 12/08/2017 | Mrs D | Innes | | | | | N |
| 227 | Comments | | | | | | | |
| Recognise that the content of this paper is sensible and necessary to maintain our community standards. However, also believe that this is just a paper exercise for officialdom to say 'we have had our say'. Until the government meets the demands of the nation and stops immigration the mandate to build unreasonable amounts of houses will be unstoppable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0089 | 16/08/2017 | Margaret Middleditch | Middleditch | | | | | N |
| 236 | Comments | | | | | | | |
| While new housing is needed, it is unlikely it will be affordable! Think that big business (money) is the motive. Appreciate the extended final date for comments to be submitted. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0090 | 14/08/2017 | S | Kerry | | | | | N |
| 241 | Comments | | | | | | | |
| I oppose on all the above and especially on PR3 and PR11. The GB is crucial to the wellbeing of our indigenous species and they are vital in keeping the natural order of life, This is well-documented in the effect of decreasing numbers of insects, butterflies and bees on the essential biodiversity we need for humans to thrive. Also green spaces are vital for giving access to an environment which promotes wellbeing further. PR 11 - Developers rarely provide the required infrastructure for the kind of development envisaged for Begbroke and Yarnton. In ensuring profit, houses are built first and there is evidence from other developments of promised schools, medical centres and local shops not being provided. This puts a huge strain on the existing infrastructure. The Begbroke/Yarnton development will change the environment irreparably. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0091 | 11/08/2017 | Mr & Mrs C | Dabney | | | | | N |
| 246 | Comments | | | | | | | |
| It will make traffic much worse than it is, destroy open countryside and GB walks/habitats. The only people to gain from this will be London commuters who want to buy houses to let around Kidlington, owing to easy access to London from Oxford Parkway station to London. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0093 | 21/08/2017 | Tessa | Davidson | | | | | |
| 248 | Comments | | | | | | | |
| Strongly object to the size of the new house developments near Kidlington and Abingdon. Objection 1. No transport policy, the numbers of new cars could be in the region of 20,000, which would cause gridlock on the already very busy roads. This is counting 2 cars per house. Objection 2. Services will be overwhelmed. These developments are not positively prepared. Why not enlarge substantially the Park & Ride at Water Eaton to discourage motorists coming into Oxford? The effect on the A34 of the development near Abingdon will be enormous and it is already a dangerous road. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0094 | 10/08/2017 | Conor | Micallef | | | | | Y |
| 249 | Comments | | | | | | | |
| In favour of the future plans for provision of new homes. About time. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0095 | 12/08/2017 | L | Brennan | | | | | N |
| 254 | Comments | | | | | | | |
| It is no good to add to the local traffic as it is far too busy already, especially when during school travel time or to travel into Oxford. Kidlington has already changed from a village to a small town with few green spaces, and we need green spaces. There are already several houses for sale. Please, please do not create more pressure on us and do not join up outlying areas by infilling. Think of the cost! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0097 | 21/08/2017 | Margaret | Smith | | | | | N |
| 264 | Comments | | | | | | | |
| This development is not justified or a proven requirement. It will change the nature of Kidlington as a village and is therefore undesirable. Already several dwellings have been rebuilt as flats, increasing the population, traffic and demand for services. The timing of the consultation is not good and although I have been able to read up I was not able to attend the public meetings/exhibitions. Please re-think these proposals. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0099 | 19/08/2017 | Margaret | Grain | | | | | N |
| 273 | Comments | | | | | | | |
| Oxfordshire will become one big urban sprawl if this goes ahead as it will open up the flood gates for other councils to join the bandwagon. Keep Oxfordshire villages as villages, and let Oxford City (including the University!) keep its own boundaries. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0100 | 18/08/2017 | Kenneth | Clarke | | | | | N |
| 278 | Comments | | | | | | | |
| Strongly object to building these houses and think it is stupid to take our only bit of green land space between Kidlington and Oxford. How long will it be before Kidlington becomes Oxford? Oxford City has plenty of open spaces and parks - take some of that and build the houses. Children in Kidlington will have nowhere to play in the future. More houses will worsen the roads into Oxford which are already at saturation during rush hour and will take up rain soakaway areas creating an even greater risk of flooding. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0102 | 21/08/2017 | D | Burns | | | | | N |
| 287 | Comments | | | | | | | |
| Object strongly to these proposals. How will these houses help first-time buyers - they will be unaffordable and the only people to benefit will be the developers, buy-to-let landlords and representatives from other organisations. The quality of life for people in Kidlington, Yarnton and Begbroke will be further blighted as thousands of additional car journeys will add to the existing congestion on the road network including the A34, the death road. There will be no additional infrastructure to support any development and little to alleviate the increasing noise, pollution, delays and disruption to local residents. As there is no viable alternative to the car for most people you will be forcing thousands of additional cars on to the A34. You have a responsibility to protect the GB which is there for the environment, quality of life of local residents and future generations. Use it wisely - poor decisions made by a few have to be suffered and endured by millions of others in perpetuity. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0103 | 14/08/2017 | Anne | Hine | | | | | N |
| 292 | Comments | | | | | | | |
| Have you ever seen the current traffic build-up in the morning rush hour? How can you possibly even consider making this worse? It is inconceivable. The Kidlington schools are already at bursting point. How can you even consider making this situation worse? Our flood plains for the River Cherwell and Canal are being threatened. Does Kidlington flooding not matter to you? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0104 | 19/08/2017 | A | Wood | | | | | N |
| 297 | Comments | | | | | | | |
| Feel very strongly that the infrastructure is already appalling and that to take away a sporting facility such as North Oxford Golf Club, which is over 100 years old, is a crime. This needs to be stopped. It does not bear contemplating what it will be like once this nonsense is put in place. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0105 | 19/08/2017 | B & J | Boffin | | | | | N |
| 302 | Comments | | | | | | | |
| Lack of forward planning and thinking. Needs a thorough debate by the Councils including the public. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0106 | 20/08/2017 | Ellen & Dan | Fallows | | | | | N |
| 307 | Comments | | | | | | | |
| Understand the great need for housing in Oxfordshire. However the plans do not sufficiently factor in the fact that the A34 and Bicester Road are already gridlocked during peak times. There must be fully costed and funded plans for road improvement and cycle paths/bus routes. The natural landscape is also very much degraded (even over the past 10 years noticeably so). Plans must be in place to clearly designate wildlife areas within proposed sites to allow wild corridors to thrive. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0107 | 06/10/2017 | Jeff | Lyes | | | | | N |
| 1117 | Comments | | | | | | | |
| Objections to the Local Plan on the ground of it being unsound and unjustified are further confirmed by the comments made by Councillor Barry Wood at the Kidlington Public Meeting last month. He admitted that, as far as the council was concerned, a key goal of the plan was to appease land owners and property developers. This is not a duty of the council. He claimed the Plan was the only way to avoid "planning chaos". However the facilitation of a mass land grab is hardly a disciplined outcome. Surely a more modest and better thought through plan would serve this purpose better? He explained that it did not matter if the extraordinarily high housing needs numbers quoted in the plan were wrong, but rather that the process was compliant. This is a bit like saying the operation was a success but the patient died. If local people are to have their lives turned upside down we have a right to expect the cause to be an honest one. As the local debate about the Plan has unfolded further issues have emerged. For example a) it's becoming clear that the extraordinarily high target for "affordable homes" is so far from what is routinely achieved by local authorities that such ambitious schemes will require a new financial model to ensure delivery and b) the greatest threat to the Green Belt is from local authorities contriving to manipulate alleged housing requirements so as to ensure they can argue that they are meeting the "exceptional" circumstances that permit removal of Green Belt protection from land with high redevelopment value and c) the undue haste that characterises this Plan has prevented a thorough appraisal of, and provision for, the complex infrastructure needs of such a huge scheme. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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|------------------|------------|------------|------|--|--|--|--|---|
| PR-C-0107 | 20/08/2017 | Mr Jeffrey | Lyes | | | | | N |
|------------------|------------|------------|------|--|--|--|--|---|

308
Comments

In many respects its a "rip and read" plan. The proposed developments emanate from the economic self interest of Oxford City Council. Their claimed unmet housing needs have not been independently tested. Given the likely dramatic consequences of these claims the electorate has a right to expect that the data be peer reviewed and as accurate as possible. This cannot be the case when major events such at Brexit and the Government's well known interventions in the housing market have not even been taken into account. The housing market is in a different place to when the Plan was first drafted. The plan is not up to date. The Unmet Housing need of Oxford as presented in the Plan does not come about as a result of expected organic growth of the City but is a theoretical calculation based on the assumed consequences of the City adopting a specific economic policy. Similarly there is insufficient detail in the quantification of various types of housing. This makes the plan non-compliant with Government planning practice guidance which requires plans to identify specific sites for all types of housing. The three villages look the cheapest choice because the local authority will exploit the existing infrastructure, even though it was never designed for such increased capacity. This has the makings of being an irresponsible and self-defeating strategy. Government guidance requires Local Plans to "focus on the key issues that need to be addressed and be aspirational but realistic in what they propose". But then the "need" here is not real. It is a creation of the deliberate economic policy of Oxford. Surely they should therefore be paying for a better quality solution rather than inflicting their problems across the county? Question whether the Plan is legally or procedurally compliant as there are a number of areas where the Plan is at odds with the NPPF concept of Achieving Sustainable Development which include: Empowering local people -Genuine public participation can only occur if the public actually comprehends the Plan as presented. The Plan was prepared during a period in which Government radically redefined key definitions - Affordability, Sustainable - and did so in such a way as to render their generally accepted meanings obsolete. The Plan does refer to these new definitions but not in such a way as to make it plain that without the aid of these redefinitions the Plan makes no sense. As a consequence the whole process is flawed through Its failure to achieve a proper understanding amongst the people who are supposed to be participating! Provision of Infrastructure - the plan is unconvincing in that no significant new investment is identified or proposed. Contributing to protecting and enhancing our natural, built and historic environment - the Plan does precisely the opposite.Taking account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the Intrinsic character and beauty of the countryside and supporting thriving rural communities within It. In this case the local council thinks green belt and houses are tradeable. Cherwell have set a new precedent in claiming that houses are equal to Green Belt in sustainability terms. They have done a straight swap in their Sustainability Report so there's no loss on the sustainability balance sheet. Thus an interesting precedent will be set whereby any city will be able to dump thousands of houses in the Green Belt and become "very special".Improve the places in which people live their lives. This clearly does not apply to the three villages where traffic issues and infrastructure shortcomings will plague them for years.Contribute to conserving and enhancing the natural environment and reducing pollution - many extra buses and thousands of cars will hardly be an improvement.The term "sustainable" now has an all-embracing legal definition, diluting its original meaning to the point of uselessness, and downgrading the trust the public can put in it.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|------|--------------------|--|--|--|--|---|
| PR-C-0109 | 22/08/2017 | Liam | Robbins (& Family) | | | | | N |
|------------------|------------|------|--------------------|--|--|--|--|---|

324
Comments

An utter disgrace! This is GB land for a reason and these spaces mean an awful lot o so many people from many areas of the local community. This will give the go ahead o turn Kidlington into Oxford and Yarnton and Begbroke into Kidlington. The roads are already too busy and I have to wait 8 weeks plus to see my GP, which is dangerous, while schools and services are already stretched to their limits. Some of the proposed land floods and will be worse with more concrete and run off water. We still have a rare but priceless community spirit that has been eradicated in other areas by oversized/dangerous/badly planned & implemented housing schemes like this one. Shame on you CDC!

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-------------|-------|--|--|--|--|---|
| PR-C-0110 | 14/08/2017 | Lisa & Mark | Smith | | | | | N |
|------------------|------------|-------------|-------|--|--|--|--|---|

329
Comments

Local schools are bursting at the seams as it is. Where is the provision for additional nursery/primary/secondary school places to meet the additional need?

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|----------|------|--|--|--|--|---|
| PR-C-0111 | 21/08/2017 | Jean W S | Moir | | | | | N |
|------------------|------------|----------|------|--|--|--|--|---|

334
Comments

How do buses from Kidlington get to the proposed new station?

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-----|-------|--|--|--|--|---|
| PR-C-0112 | 21/08/2017 | Ian | James | | | | | N |
|------------------|------------|-----|-------|--|--|--|--|---|

339
Comments

Feel that Oxfordshire has done more than enough on previous occasions to help with housing needs. For years Kidlington especially has become an overspill area for East Oxford.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|------------------|--------|--|--|--|--|---|
| PR-C-0113 | 18/08/2017 | Mr & Mrs William | Snyder | | | | | N |
|------------------|------------|------------------|--------|--|--|--|--|---|

344
Comments

The road infrastructure in this area will not be capable of such a substantial increase in traffic.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|------|---------|--|--|--|--|---|
| PR-C-0114 | 23/08/2017 | Abby | Thomson | | | | | N |
|------------------|------------|------|---------|--|--|--|--|---|

349
Comments

I find my job stressful and go for a walk every weekday in the countryside near my home where you are proposing to build. Being able to do this really reduces my stress and improves my mental wellbeing, and it is really sad that this lovely countryside will be lost. I would probably consider moving as this is so essential for me.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0115 | 25/08/2017 | Prof Diane | Taylor | | | | | N |
| 350 | Comments | | | | | | | |
| The Plan is not positively prepared, is not sustainable in terms of Infrastructure needs, particularly transport and utilities. Roads are congested, this plan would only increase this. Other forms of public transport could not cope either. Water supply is under pressure in the area and this would only be increased by the plan. Similarly for schools and health facilities. The plan is not therefore sustainable, or environmentally appropriate. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0116 | 25/08/2017 | G W | Edwards | | | | | |
| 351 | Comments | | | | | | | |
| Absolutely appalled at proposals to develop of 4400 houses in Yarnton, Begbroke and Kidlington area, allegedly to meet Oxford City's unmet need!? What effectively is being proposed constitutes a small town populated by upwards of 9000 people! This would require extra schools, shops, medical facilities and transport links to Oxford, the latter would overwhelm the already heavily trafficked A44. As for proposing Bus Lanes from a 'Park & Ride' at Bladon to the Pear Tree area, a seemingly nonsensical plan because it would require the road between Yarnton and Peartree to be duelled and the two bridges to be rebuild.Small development, within villages is acceptable, as has taken place in this village in recent times, but development on the scale proposed is NOT. The Green Belt (GB) was designed precisely to stop the sort of development being proposed by CDC. The government itself has proclaimed it's commitment to protecting the GB and only in exceptional circumstances may councils alter it's boundaries. Fail to see why Oxford City's housing problem should be loaded on to us. There is still much land in theCity which could & should be earmarked for housing. CDC should first and foremost serve OUR needs rather than Oxford City' s, after all we pay our Council Tax to CDC and NOT Oxford City. Cherwell DC's planning proposals represent an unacceptable violation of the Green Belt and thus adversely affect our environment for evermore . Am therefore totally opposed to the plan for such a massive development on what is after all, Green Belt land. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0118 | 22/08/2017 | D J | White | | | | | N |
| 357 | Comments | | | | | | | |
| Detrimental to amenities of the area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0119 | 30/08/2017 | Ailsa J | Allen | | | | | N |
| 362 | Comments | | | | | | | |
| This is too many houses for the area and the original GB should be retained. There is not enough infrastructure, schools, transport planned to go with the increased population. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0120 | 29/08/2017 | Fiona | Garratt | | | | | N |
| 367 | Comments | | | | | | | |
| GB land is what it is and should not be built on. Leave our countryside alone! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0121 | 24/08/2017 | Michael | Winterbottom | | | | | N |
| 372 | Comments | | | | | | | |
| Especially distressed that Cutteslowe Park, which now forms part of the country, will become just another urban park and that the rural walks north from it will disappear. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0122 | 25/08/2017 | Stella | Maidment | | | | | N |
| 377 | Comments | | | | | | | |
| It is vitally important to preserve the GB in order to maintain the integrity of Oxford City and the neighbouring villages and to keep the area pleasant for future generations. Also concerned that the infrastructure in Oxford is already overstretched with traffic and bad pollution. We need to improve this, not add to it. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0123 | 23/08/2017 | K | Palowska-Benda | | | | | N |
| 382 | Comments | | | | | | | |
| Proposed plans would have a severe impact on the quality of life for local communities and mean a massive loss of valued open space and habitats. The urban sprawl would swallow surrounding villages and towns and make a 'dumping ground' for commuters, creating traffic gridlock and stretching public services (schools, hospitals etc.) Looks like a political move - the Council would like to use its own land for profitable business ventures and creating more jobs in the city. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0124 | 24/08/2017 | Mrs Lauren | Wellard | | | | | N |
| 387 | Comments | | | | | | | |
| GB land is important to animal and plant ecosystems and should not be touched. There are plenty of alternative locations that would suit development better in Oxfordshire. GB just should not be a considered option. Nature is more important than government profit which would be made from using its land for business use rather than housing people. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0126 | 23/08/2017 | Mrs Audrey | Archer | | | | | N |
| 396 | Comments | | | | | | | |
| Green areas for children and dogs to walk are essential, and once built on are lost forever. Please consider those already living in this area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0127 | 18/08/2017 | S | Byles | | | | | N |
| 401 | Comments | | | | | | | |
| Has Oxford no sign of decency? Keep Kidlington a village It is already an overspill, if Oxford can't look after itself don't put it onto us! Always understood GB to be division between city and country.. More houses, more business parks, more traffic. I dread to think about main road in terms of pollution, always busy. Traffic is already difficult and a new station will mean more gridlock. Infrastructure is or will not be good enough. Presumably Oxford wants more council tax from us! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0128 | 25/08/2017 | Tracey | Wyse | | | | | N |
| 406 | Comments | | | | | | | |
| GB land should be preserved. Building on the proposed sites will set a precedent for further erosion of this principle. Have no confidence in the vision of half the housing being 'affordable'. Recent news from the Barton and Templar Square sites are clear evidence that without being forced to price housing based on average local income they will be out of the reach of those on average local wages. Where is the infrastructure? How will the extra traffic impact on roads that are already gridlocked during term times? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0129 | 25/08/2017 | Mr A C | Bunce | | | | | N |
| 411 | Comments | | | | | | | |
| Once built on it's lost forever. The housing should be for the people of Cherwell, not as a benefit for London commuters. How soon before Banbury is included in Oxford housing? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0131 | 25/08/2017 | Fiona | Gibson | | | | | N |
| 421 | Comments | | | | | | | |
| Oxford could meet its housing need within the city by prioritising housing over business parks, using brownfield sites, better planning and giving developers incentives to use these sites. GB is easy to build on and cheaper for developers but why should developers' profits be prioritised over local residents' quality of life? Once these finite resources have gone, that's it. Density targets in the city could be changed to meet housing needs. Green space and wildlife are critical to wellbeing and mental health. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0131 | 10/10/2017 | Fiona | Gibson | | | | | N |
| 2312 | Comments | | | | | | | |
| Oxford City Council can meet its housing need if they prioritised housing over employment, better use of brownfield sites, better planning and offering developers incentives to use the sites. Housing density in Oxford should be changed too. Green Belt land is more attractive to developers. Once Green Belt is built on it is gone. Green space and wildlife are critical for wellbeing and mental health therefore strongly object to the Plan. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0132 | 24/08/2017 | Ms MA | Harwood | | | | | N |
| 426 | Comments | | | | | | | |
| Objection that the proposals are unfair and that the Oxford City should take more responsibility. Why should North Oxford Golf Course be under threat and not Southfield Golf Course? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0133 | 25/08/2017 | Mrs Mary | Laina | | | | | N |
| 431 | Comments | | | | | | | |
| 4,000 new homes brings enormous pressure on every single aspect of normal life i.e. parking, schools, traffic and doctors' surgeries. This must be stopped now. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0134 | 25/08/2017 | Laura | Ugolini | | | | | | N |
| 436 | Comments | | | | | | | | |
| Am very concerned about the proposals and that the whole area will become a 'dormitory suburb'. Especially worried about traffic and air pollution. The plan represents a huge increase in housing that would put pressure on related infrastructure, not addressed satisfactorily by the plan. The indication is that housing is aimed at commuters rather than trying to address local housing needs. The loss of the GB and walks around Kidlington and Begbroke is a particular fear and would be a huge loss to future generations. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0135 | 03/10/2017 | Henrietta | Batchelor | | | | | | |
| 1582 | Comments | | | | | | | | |
| Objection to proposed development of planned 4,400 houses because of traffic, pollution, flood risk, danger to wildlife, lack of planning around statutory services and GB arguments. It is also our responsibility to steward recreational areas of the countryside in the crowded S. Midlands and SE England for the sake of future generations. This countryside is used by the people of Kidlington, Yarnton and Begbroke as well as many residents of Oxford keen to escape the confines of the city. Objection to the fact that this development appears more concerned with money in the pockets of developers than with an egalitarian desire to home people who find it hard to afford homes such as nurses, healthcare assistants, technicians and other low paid workers. Integration of large numbers of in-comers into what would be an urban tangle of concrete and glass usurping once beautiful countryside is likely to prove extremely problematic. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0135 | 23/08/2017 | Henrietta | Batchelor | | | | | | N |
| 441 | Comments | | | | | | | | |
| Strongly object to the purpose to build 4400 houses in Kidlington area. 4400 houses represents at least 15000 more people. This is not sustainable and puts an burden on schools, doctors' surgeries and the traffic at the northern gateway - already gridlocked in rush hours. Could cause delays, pollution, potential for road traffic, accidents etc. Green belt is (a) designed to delineate separate villages, towns & cities, so that there is not one huge urban sprawl and (b) the Kidlington area is a beautiful recreational area enjoyed by residents & visitors and a haven for wildlife | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0136 | 16/08/2017 | Anthony | Gladstone | | | | | | N |
| 446 | Comments | | | | | | | | |
| The Green Belt should be left alone for all the reasons it was established in the first place. Roads, cycle routes, footpaths and public transport are already inadequate, so no building should be done without well thought out infrastructure plans. Public services and leisure facilities equally need clear and imaginative plans before the developments start. It is important that a large majority of housing to be built is affordable. It would be devastating if the rural walks in the area were spoiled. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0137 | 23/08/2017 | Ann | Gladstone | | | | | | N |
| 531 | Comments | | | | | | | | |
| Sudden influx of so many families into Kidlington would put enormous pressures on its facilities. - GP's surgeries, roads, schools etc. Vital need to ensure basic infrastructure in in place before any building of homes. The loss of Green belt should always be avoided except in the most exceptional circumstances. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0138 | 24/08/2017 | Mr J M | Ward | | | | | | N |
| 536 | Comments | | | | | | | | |
| Any new houses build in Kidlington should be affordable for the younger generation, not for outsiders who will snap them up because of easy access to London. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0139 | 19/08/2017 | Anthony | Lyne | | | | | | N |
| 541 | Comments | | | | | | | | |
| If you built on Green Belt (GB) it is lost forever. If a small amount is used the council and developers will keep on telling us that more is needed. The prices of the houses in the new Barton Park, tell us what the developers are thinking. They will be rubbing their hands at the thought of building houses in GB land. GB is for all of us, we must look after it, as it gives us clean air. Green Belt must be kept to protect villages character and prevent them from becoming suburbs of Oxford. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0140 | 19/08/2017 | Mrs | Evans | | | | | | N |
| 546 | Comments | | | | | | | | |
| The new houses will cause the village to get flooded. Also the number of houses with cars will stop the village cars to be late for work, because of the cars going into Oxford. The things that are going to happen, will break up where I walk my new dog and the wildlife will disappear which will upset me. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0141 | 23/08/2017 | Mrs G P | Savin | | | | | N |
| 551 | Comments | | | | | | | |
| Strongly object to the proposed development because of the vast number of additional vehicles on the roads which are already heavily congested and the air pollution these vehicles would cause. These houses would attract people who need a base for commuting and will not belong to the community. The Green Belt land should be preserved to avoid Kidlington becoming anymore overcrowded, with open spaces to enjoy and allowing wildlife to thrive around this area. The additional houses would put immense strain on NHS GP surgeries, further adding to lengthy waiting times as our surgery cannot cope with the demand from existing residents, due to lack of surgeries & GP's currently in Kidlington and surrounding areas. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0142 | 30/08/2017 | Mrs Christine | Howard | | | | | N |
| 556 | Comments | | | | | | | |
| Do not believe that Oxford City needs as many as 4,400 extra houses. Consider the projected expansion of Oxford businesses etc. necessitating these houses is an over-estimate. Do not think Cherwell District Council should be 'baling' Oxford City out by allowing them to be built around Kidlington. Especially object to the PR8 development of 1,950 houses between Kidlington/Begbroke/ Yarnton. This will destroy areas of open land currently used for walking and leisure pursuits - in an age when we are told we are not exercising enough, this is not acceptable. The development is also too large. Also object to the proposed Station at Sandy Lane, we do not need this and it will primarily be of benefit to commuters and further increase house prices in Kidlington, making them even less affordable to local people. Is a new Station really financially viable? Are Oxfordshire County Council really supporting this? Thought they did not have the funds or the inclination to build new stations. 4,400 extra houses will swamp Kidlington and exacerbate the traffic problems and increase the risk of accidents. As far as the Doctors' Surgeries are concerned, they are already under intense pressure and we have to wait three weeks for an appointment. These 4,400 extra households will make it well-nigh impossible to get an appointment! With an ageing population generally, and an increasing number of care homes and sheltered accommodation for the elderly in Kidlington, this makes for an impossible situation. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0143 | 31/08/2017 | Miss Norma | Stallard | | | | | |
| 557 | Comments | | | | | | | |
| Objection to the proposal of new houses for Kidlington, Yarnton and Begbroke for the following reasons. 1. Oxford City does not need to acquire the Green Belt (GB) for its houses, if it had wanted to provide affordable houses for workers and people on the council list, it could have built all those at Barton Park, instead of the expensive houses and flats it is building. The houses proposed for Kidlington, Yarnton and Begbroke are not going to be affordable houses, but purchased by people working in London and wanting easy access by train & able to live in the country, instead of the City. 2. Oxford City Council are planning to extend the Northern Gateway by building new businesses, not required because we do not have an unemployment crisis in Oxford. In fact they could build 3594 houses there, which would solve the housing problems. 3. The proposal to shut down Sandy Lane to enable a station to be built there, would shut off Kidlington completely from Yarnton & Begbroke, making Kidlington a no-go area, which would make a tremendous difference to the shops. The station should be built at Lyne Road, which is nearer to the village and the Airport. Sandy Lane is used continually & needs to stay open. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0143 | 31/08/2017 | Miss Norma | Stallard | | | | | |
| 558 | Comments | | | | | | | |
| No new schools are proposed, so where are the new children going to go to school? The present schools are already overcrowded, the same with the Doctors, there are not enough now and have to wait for at least 2 weeks for an appointment. How are they going to cope with the increase of the population? The proposal to build the houses between Oxford and Kidlington & the excess in Kidlington would lead to tremendous traffic jams. The road between Kidlington and Oxford are already jammed with cars every morning. The rep goes on to detail existing specific local traffic problems. This will cause extra pollution, which councils are supposed to be cutting down on for everyone's health. 6. There is proposal for land opp. Sainsbury to be used for sporting purposes - why - when across the road is Stratfield Brake, a purpose built sports ground. The amount of Green Belt land (GB) that you intend to build the new houses is far larger than the land needed for the houses proposed, presumably this is for future use? Using the GB for all these new houses would be criminal, it takes away from people, who live here at present, the opportunity to go walking, see the wildlife, enjoying the views and the open spaces around them. There will be no open space with what you propose, just URBAN SPRAWL, is that what you want to inflict on everyone? CDC has not given any thought to this proposal at all, stand up for the rights of the people you represent and tell Oxford City Council that you have changed your mind and have decided that the GB is more important. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0144 | 30/08/2017 | Janet | Persson | | | | | |
| 559 | Comments | | | | | | | |
| Questions the wisdom of Oxford, trying to expand even though it sits on very low-lying land at the junction of several waterways, but recognises that the country does need more housing and agrees that some of the locations in and around Kidlington and Gosford which it is proposed to develop for housing are the best in the circumstances. Those are PR7a, PR7b, PR8. Doubts the wisdom of building up the locations PR6a and PR6b because of their proximity to the Kidlington roundabout. The extra population will surely add to the congestion at the morning rush hour. Raises two objections to the plans for PR8: 1) Sandy Lane should definitely not be closed off to motor traffic. It is an important connection between Kidlington and Yarnton for all kinds of traffic. In fact, the suggestion of turning it into a "green" route is about the daftest idea in the whole plan. Surely when expanding the population you need more roads, not fewer. The closure of Sandy Lane would mean more traffic on Langford Lane and force us to make inconvenient detours. 2) The proposed number of houses for PR8 is too great. It's not fair to impose such abig expansion on a small community like Yarnton. Let the number be reduced to 300. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0145 | 30/08/2017 | Fred | Jones | | | | | |
| 564 | Comments | | | | | | | |
| Oxford City Councils housing needs should be independently reassessed and likely sites within their boundaries revisited for suitability. Should it be deemed appropriate for the existing proposals to go ahead I sincerely hope that local issues identified by local residents be very carefully considered. A project of this size without doubt requires infrastructure to be in place before the housing. Failure to do this will seriously effect the quality of life of existing residents in both Yarnton and Begbroke. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0146 | 30/08/2017 | Paul | Holmes | | | | | N |
| 569 | Comments | | | | | | | |
| It is truly displeasing that a council whose duty it is to reflect the will and sentiment of its electorate are proposing changes which will destroy the unique nature of these Oxford satellite communities. You are very wrong! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0147 | 06/09/2017 | J | Wilson | | | | | N |
| 574 | Comments | | | | | | | |
| The proposed plan is not sustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0148 | 04/09/2017 | Mr D J A | Hamblen | | | | | N |
| 579 | Comments | | | | | | | |
| Grateful for the consultation extension to October 10th but object to the proposals in terms of scale and location, which will destroy village character and have an unacceptably detrimental effect on traffic on the A40, A44 and A34 which are already significantly delayed at peak times. The A4165 between Kidlington and Cutteslowe roundabout will be exacerbated from barely acceptable to probably unacceptable if housing is added from Oxford Parkway to the Oxford City boundary. In all likelihood the housing will not serve local people as most of the property will not be affordable to them and will be purchased by London commuters or buy to let landlords. The plan is strategically flawed and Oxford should address its own issues and consider limiting its expansion. The national housing crisis needs to be addressed with new towns e.g. previously Milton Keynes and GB should be preserved. The proposals do not meet the needs of the constituents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0149 | 31/08/2017 | Noel | Heaven | | | | | N |
| 584 | Comments | | | | | | | |
| Parking in residential streets has become a problem since charging was introduced at the Park and Ride, and this issue will be exacerbated by the additional housing. Local roads are already congested and will come to a standstill, while local services such as doctors surgeries, schools and shops will not be able to cope. Why should the neighbouring districts dig Oxford City Council out of the hole that they have brought about by their own mismanagement? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0150 | 03/09/2017 | Christine | Brooks | | | | | N |
| 589 | Comments | | | | | | | |
| Concerned that Kidlington will lose its identity and that our surgeries and schools will not cope with the increased population. Rush hour traffic is already difficult without additional cars on the road and the sewage system is already unsuitable. Kidlington has already grown considerably and continues to do so due to the number of multiple occupancy buildings being approved each time a detached home goes up for sale. Many of these are vacant for a long time after completion, which would indicate that there is not a need for more homes in Kidlington. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0151 | 22/08/2017 | Denise | McDonagh | | | | | N |
| 594 | Comments | | | | | | | |
| Improved services are critical to any new development and developers should be required to add these costs to their costs - not ignore lack of services such as public transport, medical services, schools and the increase in traffic on our gridlocked roads from Kidlington to Oxford. It is unreasonable to take 45-60 minutes to go 5 miles on the bus. A dedicated bus lane is needed for the entire route to remove bottlenecks. Equally important is the sacred green space which adds to the beauty and charm of the area - once it is built on it is gone forever. Oxford City should resolve its own housing problems and find brownfield sites to build on. Please. please, please say no! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0153 | 05/09/2017 | Sally | Hope | | | | | N |
| 603 | Comments | | | | | | | |
| The GB should not be built on. We should concentrate on brownfield sites. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0155 | 05/09/2017 | Melanie | Greene | | | | | N |
| 613 | Comments | | | | | | | |
| Affordable homes are needed - is the percentage stated in the plans truly affordable? It would help if the homes were built in conjunction with a housing association to provide affordable housing opportunities for young people rather than high cost buy to lets. There should be mixed-use developments e.g. the new business park near Kidlington could have apartments above the office space, as in Scandinavian countries. Additional buses and trains will be needed, as well as additional parking at the park and ride. The roads are already hugely busy in rush hour from Kidlington e.g. travelling beyond Oxford south on the A34. What about a new secondary school - Gosford Hill School will not be able to cope. Would make more sense to have smaller developments dotted around having less of an impact on the area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0156 | 05/09/2017 | Mr Charles Henry | Pilcher | | | | | N |
| 618 | Comments | | | | | | | |
| It is totally wrong to remove the land from the GB as it is there to protect people from developers and maintain living standards. Other sites must be looked at where they do not encroach on people living there. People paid large sums of money to live there. It would also make the main road, which is already busy now, even worse. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0158 | 10/09/2017 | E M & C G | Brooks | | | | | N |
| 627 | Comments | | | | | | | |
| Object to Policy PR1(a), Policy PR3, PR11. We need the GB. Once gone it will be no more. Kidlington should not be brought into Oxford. We do not agree that so many houses should be built on GB land. The plan needs to take account of gas, electric and water, as well as parking and traffic congestion. Infrastructure needs careful planning. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0160 | 15/09/2017 | Mrs Barbara | Sharlott | | | | | |
| 451 | Comments | | | | | | | |
| Objection to this development on the Green Belt (GB). It is totally unrealistic. The Infrastructure cannot meet the needs of over 20000 people. Rep is elderly and disabled and no longer drives, is dependant on daily carers, nurses, other medical staff, plus oxygen and medical supplies. The transport congestion especially in the morning is difficult. if this development goes ahead it will be impossible! Also the demands on schools, doctors and people going to and from work & railway stations. We should be custodians of this precious GB. We are already getting overcrowded. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0161 | 18/09/2017 | Mr David | Pratt | Kirtlington Parish Council | | Y | Y | Y |
| 452 | Comments | | | | | | | |
| No other comments made on representation form. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0163 | 20/09/2017 | Mrs Stella | Job | | | | | |
| 629 | Comments | | | | | | | |
| Glad you have extended the consultation period, since the August deadline was entirely inappropriate. However, we have only received leaflets from the SOS campaign & not from yourselves. The plan is helpful in providing much needed houses for the area, so primarily supports it. However: 1. The station at Sandy Lane would be helpful. While we have good links to Oxford centre from Kidlington, the links to Banbury & the north of the county are poor. It is difficult to get into Oxford Station in rush hour to get trains to the north via Banbury, so that would help. However, it is critical that it has good road access & plenty of parking. 2. The traffic at Sainsbury's roundabout & down through Yarnton needs to be addressed. 3. One major improvement to reduce traffic around the Wolvercote roundabout / Frieze Way would be to extend the A34/A44 junction to link directly with the A40. (See sketch provided) - (This is a very rough sketch, but a link such as this would be relatively cheap in highway construction terms, as it requires no grade separation/ bridges, etc., & would only require land purchase of a field. It would reduce the traffic at the Wolvercote Roundabout significantly, by providing a route for A40 traffic to access the A34 more directly. I think this would be much more cost effective than the alterations to the Wolvercote & Cutteslowe roundabouts which were recently carried out at vast expense in terms of construction, disruption to local business & stress to local people, & resulted in only an incremental improvement, if any.) . 4. Pressure needs to put on the relevant authorities for a major upgrade of the A34, probably to motorway status. 5. It's very important to keep GB corridors with some woodland/ wilderness area. My children have enjoyed playing in the area between Grovelands & Begbroke. This is such an important part of childhood, & it's also important for dog walkers & others. That sort of thing has an impact on encouraging an outdoor life which improves health. These areas are particularly important to maintain a firm GB status: a) between the railway & the canal, & generally keeping a green corridor between Begbroke / Yarnton & Kidlington. You seem to be proposing this, though it is rather thin by Grovelands near Harts Close. b) a green corridor at the Old Yarnton Lane track to keep that traffic free walk between the villages. c) around Frieze Way & between the A34 & Bicester Rd. You have provided reasonably well for this. 6. We need a high proportion of affordable housing. We desperately need local housing for local people to work in local jobs. We don't need to provide housing to make Kidlington / Yarnton a town for wealthy London commuters. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0164 | | Margaret | Rockall | | | | | N |
| 634 | Comments | | | | | | | |
| Public services will be greatly affected i.e. health centres and schools. Views, walks and wildlife will be destroyed. Traffic will be worse. Kidlington will no longer be a village and the surrounding areas will all become congested. It's a terrible idea! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0165 | 14/09/2017 | Nicola & Ian | Timbrell & East | | | | | N |
| 639 | Comments | | | | | | | |
| It will attract new residents e.g. commuters to London and elsewhere and not solve Oxford's housing problems. It will create sprawl and maximise congestion. The Green Belt is green. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0166 | 18/09/2017 | Linda M | Tayler | | | | | N |
| 644 | Comments | | | | | | | |
| Totally unimpressed with the idea of building more houses in Oxfordshire, which is very overcrowded and has enough houses, work opportunities in the area and good transport links to other areas. More work and housing needs to go to the North East, North West and Wales where there is insufficient work and housing and plenty of space. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0167 | 18/09/2017 | Tim | Butler | | | | | N |
| 649 | Comments | | | | | | | |
| This is an horrendous proposal! Councillors must take stock and remind themselves of the sacrosanct value of the Green Belt. It was designated by generations past, to preserve our fundamental way of life and to prevent one reckless and ignorant generation despoiling this forever. Don't be reckless and ignorant. Preserve the space between our towns, leave a legacy of civic pride and not a march towards an urban sprawl with no order and insufficient infrastructure. It is your duty to society and the environment to leave the Green Belt green. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0168 | 18/09/2017 | C R | Swift | | | | | N |
| 654 | Comments | | | | | | | |
| Does not want to lose the green areas now have in Kidlington. Oxford must sort out its own problems. The city has allowed too many students to come to the city, using the accommodation that citizens need. Our councillors in Kidlington have a duty to carry out our wishes and not submit to Oxford's plan. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0169 | 19/09/2017 | Mrs M | Sammons | | | | | N |
| 659 | Comments | | | | | | | |
| Already a significant increase in traffic , minor roads are a hazard, especially for parents with children, the elderly and those with sight problems. The reduction in space and increased noise will affect wildlife e.g. hedgehogs have not been seen in vicinity for a number of years. The reduction in green spaces could affect the health of residents who will not be able to walk safely and enjoy the fresh air. This could lead to obesity. The increase in population will lead to an increased demand for food production - good land could be used for farming/food production instead of housing. As housing is erected rapidly who benefits financially and what checks are in place to ensure safety e.g. flood risk? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0170 | 22/09/2017 | Mrs Wendy J | Wearing | | | | | |
| 660 | Comments | | | | | | | |
| Concerned by the proposals. Oxford City has several large parks and Begbroke has none. Residents need and well use, and enjoy the clean air, walks and wildlife around the small GB area that divides Yarnton, Kidlington and Begbroke. It provides an escape from the busy A44 that bisects the village. The plan would ruin the quality of life for many for financial gain for Oxford City who have chosen to build luxury homes and do not include affordable housing in many of their developments. Cherwell has always built homes in suitable environments for its own District. and we have no objection to small developments. Please do not ruin our lives when Oxford City are not willing to use the nearly 4,000 places available within their own boundaries. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0172 | 20/09/2017 | David | Bevis | | | | | N |
| 667 | Comments | | | | | | | |
| Too many homes for the area and already there are issues with doctors' appointments and traffic, and this will get worse. It will take away the village status for Kidlington, Yarnton and Begbroke and result in a merge with Cutteslowe into one large, urban sprawl through to Oxford. Traffic will be awful and working in the area will be difficult to get around efficiently. Kidlington is a village and only has amenities for the already large population. It will completely change the way of life for all residents and not for the better. The proposals add nothing positive for existing residents, only many negatives. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0173 | 21/09/2017 | Tom | Phillips | | | | | N |
| 672 | Comments | | | | | | | |
| These proposals will result in a loss of beautiful countryside and an inevitable increase in traffic and air pollution. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0174 | 19/08/2017 | Jacqueline | Bevis | | | | | N |
| 677 | Comments | | | | | | | |
| It will be a disaster for the villages as they merge into one large urban place with too many houses. Already too much traffic and almost impossible to get around now. We need housing for local people but this will make the situation worse. Kidlington Centre will be more left out and the village will have no heart. We need to support those here and not add thousands more. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0175 | 21/09/2017 | Sue | Crisp | | | | | N |
| 682 | Comments | | | | | | | |
| Devastated by the huge development to the north of the City. Objections: 1 the scale of the plans and the loss of Green Belt land, that will disappear under concrete & bricks. 2. The impact on local services e.g. lack of infrastructure. Roads are clogged as it is. More traffic will create more pollution. Doctors and schools can't cope as it is. The whole area will come to a standstill. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0176 | 18/08/2017 | R | Aust | | | | | N |
| 687 | Comments | | | | | | | |
| Need more houses for Kidlington families (but not for Oxford). These would block up roads even more than the current traffic. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0177 | 21/09/2017 | Philip | Hine | | | | | N |
| 691 | Comments | | | | | | | |
| The proposed housing is just a vision with only 50% affordable housing and no guarantee that this will not be watered down by greedy developers. If this happens the Oxford housing need to support the youth of this area and also staffing of vital organisations, such as Oxford University Hospitals, is defeated. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0178 | 20/09/2017 | Mrs Rosemary | Keen | | | | | |
| 692 | Comments | | | | | | | |
| Main objection is to building on Green Belt land. Flooding will be very bad. Traffic is bad enough now, going to Oxford after 7.00am is a nightmare. There is enough land in Oxford to build on, for Oxford people. So called "affordable" housing is not affordable to most people. The councils should build more houses for young people, but not on the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0179 | 21/09/2017 | William | Underhill | | | | | N |
| 697 | Comments | | | | | | | |
| Principal objection is one of principle: Building should not be permitted on Green Belt Land. Any breach of this principle represents a dangerous precedent. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0180 | 21/09/2017 | Andrew | Moss | | Y | Y | N | N |
| 698 | Comments | | | | | | | |
| The proposals are unsound because they fail to address the housing need for Oxford. Oxford needs more affordable housing to rent below market value and affordable housing to buy, and the plan only provides for 50% affordable housing, which means building 50% for commuters and those with enough money to buy. This just stimulates the demand for land. A higher percentage, preferably 100%, as council housing would help meet local housing need and reduce the demand for land needed, because housing need is addressed instead of houses for the better off. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| 1. Increase the proportion of homes to be 'social housing' - not 'affordable' which is a misleading term. Real social housing is badly needed. 2. Reduce the area of land needed by building smaller houses at higher density (but not as high rise flats) 3. Amend the wording of the plan to read 'social housing'. At least 80% social housing would be a much better choice than 'affordable housing' which is misleading. | | | | | | | | |
| PR-C-0181 | 20/09/2017 | Kevin | Newton | | | | | N |
| 703 | Comments | | | | | | | |
| The scale of the proposed development is totally unrequired for Kidlington and surrounding villages. Development should be within Oxford itself or areas to the South East of Oxford, Greater Leys & beyond or around Bicester or Didcot with their vastly superior transport connections to Oxford by road & rail. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0182 | 22/09/2017 | Michael | Lewis | | | | | N |
| 704 | Comments | | | | | | | |
| As a resident of North Oxford for 48 years and a member of North Oxford Golf Club for 37 years, strongly objects to the plan. The prospect of houses being built on the wedge of GB land between Kidlington and Oxford would be very sad. Cannot believe that it would be in anyone's interests for Oxford to be joined to Kidlington or vice versa. The golf club was founded 110 years ago and is the second oldest club in Oxford, possibly the county as well. It has more than 25 different tree species, supporting countless bird species and other wildlife including the Great Crested Newt. It has over 500 members and the junior section fosters talent from an early age. The National Planning Framework stipulates that sports facilities should not be built upon unless equivalent or greater provision is made elsewhere. Frieze Farm is a ridiculous suggestion as the site is not big enough to take an 18 hole golf course. The GB land was selected deliberately. Presumably to separate Kidlington from Oxford and to build on it now would be a complete travesty. This particular piece of GB land is really special and should be preserved at all costs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0183 | 26/09/2017 | Dr Niel | Livingstone | | | | | |
| 705 | Comments | | | | | | | |
| Object vehemently to the proposal to build houses on the golf course land. This is part of the Green belt (GB)and comprises a crucial buffer between Oxford City and Kidlington. It would be in no ones' best interest for Kidlington to be joined to Oxford. One of the reasons for classifying land as GB is to prevent urban sprawl. These proposals, if implemented, would defeat the very basis of the GB classification. The golf course has been in existence for over 100 years and performs a vital recreational facility for hundreds of members and visitors each year. Hopes that the Council will abandon this proposal and thereby preserve this significant piece of GB land for future generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0184 | 25/09/2017 | Ms Jane | Jackson | | | | | N |
| 706 | Comments | | | | | | | |
| Objects to the plan and points out that it is the primary duty of the District Council to represent the needs and wishes of the local community - feels very strongly that this is not the case on this occasion. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0184 | 25/09/2017 | Ms Jane | Jackson | | | | | N |
| 707 | Comments | | | | | | | |
| Inadequate Infrastructure provision as what is proposed will not support the massive increase in movement of people that the number of dwellings would generate. An enhanced bus lane on the A44 is insufficient - the road is already highly congested and made worse by the roundabout enhancements in Oxford. There is often a bottleneck between the Turnpike and Loop Farm roundabout and the 'Bus/Rapid Transit Function' will not benefit Begbroke/Yarnton residents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0184 | 25/09/2017 | Ms Jane | Jackson | | | | | N |
| 709 | Comments | | | | | | | |
| Oxford City's housing need is grossly overstated as it is based on the flawed Strategic Housing Market Assessment. It has been reported that there are over 1,800 empty homes in Oxfordshire, which could be used to meet some of the need. Oxford should prioritise solving its own housing crisis ahead of speculative industrial developments. Housing should also be built nearer employment to reduce commuting and therefore congestion. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0184 | 25/09/2017 | Ms Jane | Jackson | | | | | N |
| 708 | Comments | | | | | | | |
| The permanent loss of GB land is contrary to the Council's own Green Belt Report, and therefore the soundness of using the GB land is questioned. The National Planning Policy Framework states that GB checks the unrestricted sprawl of large built-up areas, prevents towns from merging, safeguards countryside preserves the character of historic towns, and assists in urban regeneration by recycling derelict and other urban land. I am concerned that villages will lose their identities and the loss of GB land will have a detrimental effect on farming, wildlife and recreation, as well as air quality and the bats as a protected species. Future generations will not have the benefit of the countryside. The use of brown field sites should be reconsidered as the 'exceptional circumstances' have not been proven. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0185 | 22/09/2017 | Sarah | Wood | | | | | N |
| 714 | Comments | | | | | | | |
| As the government has now substantially altered its requirements for housing in Oxfordshire, it would be extremely unwise to make decisions based on unsound & outdated information. This has to inform such a decision so serious. Oxford's local plan must also be revised; all should be coordinated. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0186 | 25/09/2017 | Mrs K | Bartlett | | | | | N |
| 719 | Comments | | | | | | | |
| This seems an unreal amount of houses to be building just in Kidlington. The traffic causes many problems at rush hour, and with so many more houses to be built everything will come to a standstill. These houses are most likely to be unaffordable to workers and will only be affordable to commuters to London from Oxford Parkway. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0187 | 22/09/2017 | Pauline | Steele | | | | | N |
| 724 | Comments | | | | | | | |
| The Green Belt will be lost forever and there will be an urban sprawl from Oxford to Kidlington. Traffic problems are already intolerable and these developments will make it worse. Public services such as schools & healthcare are already overstretched. The housing will not be affordable for local workers. There is no infrastructure for this type of piecemeal development. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0188 | | Mrs M | Cooper | | | | | N |
| 729 | Comments | | | | | | | |
| Having lived and witnessed the growth of Kidlington for 38 years, earnestly requests that you please maintain the existing Green Belt areas surrounding Kidlington, Begbroke and Yarnton. The Green Belt was instigated by Governments to bring the country side alongside urban areas and separate towns from villages and allow the citizens of these towns and villages to enjoy nature in every way. Appreciated and enjoyed living so close to the Green Belt by being an involved in various walking activities and clubs. Has many enjoyable memories of the beautiful paths and by-ways around the Kidlington area. Please keep the Green Belt for future generations to enjoy through exercising for health and peace of mind. Build the necessary required houses on the available Brown Field sites in Oxford and not on the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0189 | 06/10/2017 | Susan | Oldfield | | N | N | N | |
| 1196 | Comments | | | | | | | |
| <p>Objection in every possible way. It could not possibly achieve its alleged objective of providing affordable homes for workers in Oxford. It is too big and in entirely the wrong place. Building on GB is not consistent with National Policy, nor consistent with Cherwell's Local Plan approved in 2015. (see Policy ESD 14: Oxford GB). It is Not Justified as it meets no needs within Cherwell but is designed solely to meet Oxford City Council's alleged "unmet housing need". Oxford's demands are based on out of date figures taking no account of changing factors, including likely outcomes of Brexit. The expected new method will result in a significant reduction in the figures for both Oxford City and Cherwell District. In recent correspondence with the leaders of both Councils have been blithely told that the figure can be easily re-inflated, to all for "expected economic growth". Oxford City Council could meet its own housing needs by prioritising housing for its existing residents over greedy expansionism. Cherwell District Council has acted hastily and disproportionately, before the real future need is clear. The "duty to co-operate does not oblige Cherwell to provide a dormitory for Oxford's expansionist plans. It is not a duty to comply with inappropriate demands. Particularly when destruction of the GB is involved. This area of GB fulfils every purpose for which the GB was designed. It was intended to have permanent status, giving a clear city boundary and preventing urban sprawl. Environmental damage, and that to the quality of life for all concerned, would be immeasurable and irreversible. The plan is unsound and not effective - the sites either side of the A44 around the villages of Begbroke and Yarnton are regularly flooded rendering it entirely unsuitable for major development. Existing traffic problems would be exacerbated. Roads are already struggling/ regularly congested. Suggested plans for addressing these problems are unrealistic. Transport problems rely heavily on people leaving their cars at home and either walking, cycling or going by bus - unlikely scenarios. The vague idea of a new rail link appears to be unposted and fantastical. Banbury and Bicester already have direct rail links to Oxford. New employment opportunities should be located near to Bicester where there is already more housing than work - thus reducing commuting. The Plan is Unsound in terms of the Environmental Damage it would cause - it is wholly disproportionate and ill-conceived. It would engulf the villages of Begbroke and Yarnton producing a shapeless conurbation with no separation from Kidlington. Historical distinctiveness of villages would be destroyed and surrounding countryside consumed. These fields are currently productive agricultural land, and home to a rich variety of wildlife. Enjoyed by many, both local and from further afield. Green spaces would be reduced to a pitifully narrow strip. There is much anger and dismay that such a plan could ever have been considered.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0189 | 25/09/2017 | Susan | Oldfield | | | | | |
| 730 | Comments | | | | | | | |
| <p>Wishes to add her voice to her MP, Layla Moran and calls on CDC to suspend immediately the consultation concerning the development proposed for the area around Begbroke, Yarnton and Kidlington. This is in the light of the requirement that Oxford City must review and reduce the figures on which that proposal is based.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0190 | 27/09/2017 | Dr Bob | McGurrin | Woodstock Action Group | | | | N |
| 732 | Comments | | | | | | | |
| <p>WSP/Parsons Brinkerhoff compiled a 75- page air quality assessment (AQA) for the development of the 300 houses in the SE quadrant of Woodstock during the 7 year duration of the construction phase as well as the post construction phase on the potential effects of Nitrogen dioxide (No₂) and Particulate matter 10 and 2.5 on the prospective residents that will occur because of increased volumes of traffic generated by the development. The report concludes that the effects of these concentrations of noxious and deadly gases on those affected, "would be negligible." There is no such thing as a negligible affect! Everyone would be affected; it's a matter of how badly. Not at all convinced that this will be the case as even the authors of this AQA have admitted that, " Changes in local traffic volumes and characteristics resulting from the Proposed Development may also have an impact on local air quality" They also admit that "road traffic is a major source of the pollutants. This AQA only pertained to the Woodstock East Development of 300 houses. Cherwell's plan of 410 houses at PR 10 will more than double air pollution in the SE quadrant of Woodstock and the nearby area in Cherwell. . The government's most recent calculations in reducing housing need from 100,000 to 68,000 units also reduces the need for local councils to contribute to Oxford's so called "Unmet needs." Consequently, the Woodstock Action Group (WAG) sees no pressing need for the proposed 4,400 houses to support Oxford's now reduced housing needs and recommends that this proposal be deleted. This would ameliorate or eliminate many of the above and other causations and concerns associated with this now redundant proposition.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0190 | 27/09/2017 | Dr Bob | McGurrin | Woodstock Action Group | | | | N |
| 731 | Comments | | | | | | | |
| <p>Wishes to express concerns of the plans to build 4,400 houses to meet Oxford's so-called, "Unmet Needs." and specifically, on the adverse affects of such a magnitude of construction on local area air quality along the Oxford, Kidlington, Yarnton, Begbroke, Bladon and Woodstock corridor and its proposed expansion. The plan will "seek to: contribute to improving health and well-being and conserve and enhance the natural environment". How will the plan cope with the additional tons of nitrogen oxide gases that will be spewn from up to 150, 000 or more private cars owned by the several thousands of prospective residents and those already living in the SE area of Woodstock plus those in nearby Cherwell District? Haven't even, mentioned the atmospheric gases emitted from the jets and other crafts from the nearby oxford Airport!Public Health England has stated that 5.3% i.e., 276 deaths a year of adults 25 years and older are attributable to air pollution and others suffer with long term conditions such as lung diseases, asthma, cancer and birth defects. The Government has stated that deaths related to air pollution are the second biggest health threat after smoking. And yet, not a mention of these actual physical and biodiversity data are mentioned in Cherwell's plans other than, " ... air pollution can impact on our health, climate change & biodiversity". Most of us are well aware of this. Although three air quality areas are operative in Cherwell, transport sources." There is no overall CDC policy on air pollution in its local plan. There will certainly be a need to have an air quality policy and plan for the key growth corridor from Oxford north on the A44 to Woodstock when lines of start/stop traffic grind to walking pace as workers, shoppers, tourists and public service vehicles commute to and from Oxford daily emitting No₂ and Co₂ into the surrounding areas. In areas of air quality deterioration as above, children are at greater risk as they run and play and inhale greater amounts of polluted air. Those with related lung conditions e.g., asthma, emphysema or heart conditions also more vulnerable to these acrid fumes.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0191 | | Trevor | Langrish | | | | | N |
| 737 | Comments | | | | | | | |
| <p>These proposals are appalling and nibble away at the GB, which exists for everyone's health, wellbeing and pleasure. This plan could hark the start of wider GB development across the district and beyond. Having said this, I appreciate the need for more housing in Kidlington, Yarnton and Begbroke but not on the scale proposed nor involving development of the GB. The current infrastructure is not coping and needs to be much improved. What consideration has been given to Oxford's brown field sites?</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0192 | 25/09/2017 | Helen | Langrish | | | | | N |
| 742 | Comments | | | | | | | |
| <p>Object to the number of houses being built as it is too many for the area to handle and will have a social impact on the area, which is already over-subscribed in the use of its facilities (schools and medical in particular). NHS is not coping with the current number of patients. Do not need this number of homes. About 1,500 would be more acceptable both economically a reasonable compromise, as some more housing is required. The GB is precious and once built on is lost forever, so should be preserved at all costs.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - General Comments

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| PR-C-0193 | 23/09/2017 | Mr & Mrs | Lodge | | N |
| 747 | Comments | | | | |
| Kidlington will become part of an urban sprawl encompassing Oxford, Cutteslowe, Wolvercote, Begbroke & Yarnton. Developers will not build affordable housing for those who need it but will build for London commuters and buy-to-let markets. Public services are already underfunded and will become worse! | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0194 | 29/08/2017 | Mrs | Broadbent | | |
| 748 | Comments | | | | |
| View on Land North and South of Milton Road is that..... Not to build on greenfield. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0195 | 29/08/2017 | Crystalle | | | |
| 749 | Comments | | | | |
| View on Land North and South of Milton Road is that..... Happy to have more neighbours spread across Kidlington. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0196 | 29/08/2017 | Peter | F J | | |
| 750 | Comments | | | | |
| View on Land North and South of Milton Road is that.....Build in Bloxham, look at Middlesex | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0198 | 29/08/2017 | Pete | Marsh | | |
| 752 | Comments | | | | |
| View on Land North and South of Milton Road is that.... use Brown Belt sites and not Green Belt sites. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0199 | 29/08/2017 | Karin | Downs | | |
| 753 | Comments | | | | |
| View on Land North and South of Milton Road is thatHouses should be spread out across the District on brownfield sites, such as land north and south of Milton Road. Some of the GB around Kidlington should be maintained for children to play on. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0200 | 29/08/2017 | Lisa | | | |
| 754 | Comments | | | | |
| View on land North and South of Milton Road is that....if there are Brownfield sites in the District, these need to be considered. Allocations need to be spread out more including areas like Bloxham. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0201 | 29/08/2017 | Rachel | Pittick | | |
| 755 | Comments | | | | |
| View on Land North and South of Milton Road is that.....Spreading out of additional housing. Also offering more services i.e. doctors, schools etc. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0203 | 24/08/2017 | Andrew | Rugg | | |
| 757 | Comments | | | | |
| View on Land North and South of Milton Road is that.....Too much pressure will be put on the infrastructure in Kidlington, the traffic is a nightmare at peak times and that includes the A34. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0204 | 24/08/2017 | Susan | | | |
| 758 | Comments | | | | |
| View on Land North and South of Milton Road is that.....Housing needs to be more spread out across the District. Kidlington can have some development but 4,500 is too much so Council should consider other sites. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0205 | 24/08/2017 | Claire | Larkin | | |
| 759 | Comments | | | | |
| View on Land North and South of Milton Road is that.....Local schools in Kidlington are overcrowded and underfunded. Road congestion is very bad in the mornings. Concerned about 4,500 new houses being added to Kidlington. The Council should consider other sites in the District. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0206 | 11/09/2017 | Richard and Ellen | Winfield | | |
| 760 | Comments | | | | |
| Have lived in Yarnton for over 30 years and are extremely worried about the proposals, which will mean a further loss of GB after many changes to our village and the new houses built. It would merge Yarnton with Begbroke and add to the existing traffic problem on the A44 which is at a standstill at certain parts of the day. The proposed bus lane would not prevent the bottlenecks between the Turnpike public house and Peartree Roundabout, and if Sandy Lane is closed to traffic between Yarnton and Kidlington (used by many people) this will divert traffic onto heavily congested roads. Our property, in Rutten Lane, backs onto an open field and if houses or school premises are built on this land it could increase flooding here and elsewhere in the village. Government policy is that GB should only be considered where there is no alternative, but there is more suitable land within Oxford city to meet the housing need or other land within the district that is not green belt. Even with an amount of affordable housing many will still not be able to get on the housing ladder. Totally opposed to these plans. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0207 | 24/08/2017 | Denise | Bright | | |
| 761 | Comments | | | | |
| View on land North and South of Milton Road is that..... too much housing is proposed for Kidlington. Traffic is already a serious problem. As are local schools and doctors. Green belt should be left alone. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0208 | 24/08/2017 | Jonathan | Cowley | | |
| 762 | Comments | | | | |
| View on land North and South of Milton Road is that.... it would be a better option than building on the Green belt land in the Kidlington area. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0209 | 24/08/2017 | Sam | Smith | | |
| 763 | Comments | | | | |
| View on land North and South of Milton Road is that.... there could be areas to do it. Instead of building all the homes around Kidlington. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0210 | 24/08/2017 | | Thackeray | | |
| 764 | Comments | | | | |
| View on land North and South of Milton Road is that....know that housing needs to be built but should be spread out to better non GB sites in the District. Maintain the buffer between Kidlington and Oxford. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0211 | 24/08/2017 | Tony | Bray | | |
| 765 | Comments | | | | |
| View on land North and South of Milton Road is that.... the promise of better road infrastructure for Kidlington did not materialise in the past - are the promises of improvement going to not materialise again? The infrastructure for 4500 houses needs to be up and running first and don't believe it will. The roads into Oxford will be completely overstretched at rush hour with additional houses. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0212 | 24/08/2017 | Mrs | Reussell | | |
| 766 | Comments | | | | |
| View on Land North and South of Milton Road is that..... good to spread housing out to better sites like land North and South of Milton Road. Kidlington has been given too many homes and it's got enough now. Cherwell should consider these other site options. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0213 | 24/08/2017 | Sean | Goff | | |
| 767 | Comments | | | | |
| View on land North and South of Milton Road is that..... Kidlington is supposed to be an village - there isn't the infrastructure to support more development. The Council should consider other sites in the District that aren't in the Green Belt. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0214 | 24/08/2017 | Eliza | Charlton | |
| 768 | Comments | | | |
| View on land North and South of Milton Road is that.... Kidlington doesn't have the infrastructure for more housing and schools are full. Land North and South of Milton Road is not green belt and could deliver a new primary school. Traffic in Kidlington is already at peak congestion, whereas Bloxham has better infrastructure. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0215 | 24/08/2017 | Anne | Brook | |
| 769 | Comments | | | |
| View on land North and South of Milton Road is that.... development should be spread out across Cherwell and Bloxham is a perfect place for new homes. Bloxham has better infrastructure to cope with the housing. Kidlington is struggling with congested traffic already so can't cope with this number of new homes. This site needs to be considered by Cherwell. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0216 | 24/08/2017 | Becky | Lindsey | |
| 770 | Comments | | | |
| View on land North and South of Milton Road is that.....Build outside of Kidlington | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0217 | 24/08/2017 | Mr & Mrs | Martin | |
| 771 | Comments | | | |
| View on Land North and South of Milton Road is that.....Housing should be built there instead of Kidlington. Better infrastructure in Bloxham as Kidlington schools are full and roads are terrible. The GB has lots of wildlife so why not build on non-GB land? | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0218 | 24/08/2017 | April | | |
| 772 | Comments | | | |
| View on Land North and South of Milton Road is that.....Kidlington is already jam packed, how can you fit more in? Land north and south of Milton Road is a better alternative. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0219 | 24/08/2017 | Haroon | Iqbal | |
| 773 | Comments | | | |
| View on Land North and South of Milton Road is that.....The Council should consider other sites in the county, like Bloxham, that are not in the GB. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0220 | 24/08/2017 | Nick | Todd | |
| 774 | Comments | | | |
| View on Land North and South of Milton Road is that.....believe this area to be under much less strain of high population and with a potential to improve infrastructure at a later date if required. Kidlington and Oxford are very densely developed and are in great danger of becoming a gridlocked metropolis. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0221 | 24/08/2017 | Ramesh | Massey | |
| 775 | Comments | | | |
| View on Land North and South of Milton Road is that.....Kidlington does need more houses as there is far too much pressure on the existing homeowners. However, consideration must be given to building in other non-GB areas as well. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0222 | 29/08/2017 | Lena | Hagan | |
| 776 | Comments | | | |
| View on Land North and South of Milton Road is that.....It should be considered as it will reduce traffic congestion and stop Kidlington being overpopulated. | | | | |
| Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0223 | 10/10/2017 | John | Darley | | |
| 2252 | Comments | | | | |
| <p>Oppose the proposed planning policy to build 4,400 houses within Cherwell District Council in order to fulfil Oxford City's unmet housing needs which according to the recent local news may well be an overestimate! Why can Oxford not deal with their own requirement as they seem to be filling Headington with student accommodation which would be better suited for local residents. Understand that new legislation/proposals are coming from the government in the spring and feels it would be prudent to wait at least until then, before reviewing the current proposals.</p> <p>Other concern is the closing of Sandy Lane - it is a vital link between Yarnton and Kidlington and if anything should be enhanced. From a personal point of view when on grandchild care, we will be adding at least 4 miles to our journey, twice a day for school runs which will help add to the traffic congestion with the other traffic generated by the extra houses! The A44 often cannot cope with the volume of traffic at certain times at the moment and with the introduction of another 3,000+ cars will make it even worse. Reference to the meeting at Exeter Hall.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-0223 | 15/07/2017 | John | Darley | | |
| 5543 | Comments | | | | |
| <p>Writing as a resident of Yarnton to object to the proposed plan to build 4,400 new houses on the Green Belt around Yarnton and Begbroke; especially the 3,660 in Yarnton. Feels that the proposed developments would not be appropriate to the Green Belt policy set out by national guidance and the council's own plans in that it would be contrary to a number of the basic purposes of the Green Belt policy. Notes that the council turned down a previous application - 14/00191/OUT - to develop new housing to the north of Yarnton on the east side of the A44 with access of Sandy Lane as "inappropriate development in the Green Belt.....would conflict with the key purposes....within the Green Belt. This was supported by reference to a ministerial statement " confirming the Government's intentions with regard to the importance of the protection of the Green Belt" Various examples were cited as being similar - Thundersley, Essex; Saltford, Somerset; Cheltenham and St Albans. Opposed to the closing of Sandy Lane as it would affect my wife and I travelling to Kidlington for grandchild care two days a week at least.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-0224 | 15/08/2017 | Andrew | Hadaway | | N |
| 785 | Comments | | | | |
| <p>Underfunded Public services are already overwhelmed and will deteriorate further with an increase in population. Green belt development is wrong and in no cases has it ever been recovered once lost to developers. Building on them will destroy local habitats, views and footpaths. These areas are vital for our health and well-being and encourages the populace to get out and exercise, reducing the pressure on our medical services and the need to take time off work. The Green Belt must be preserved for us and for future generations. Must resist the urban sprawl that is threatening our Human Rights to live in a pleasant environment complete with it's green spaces and with an infrastructure that can cope. Concreting over our countryside will only exacerbate the local flooding we are already trying to prevent. In other areas in Oxford developers have promised 50% affordable housing but have not kept their word once approval for development has been given and the councils have not insisted that the make good on their promises. This is not acceptable. What is to say that the same would not happen in any new development in Cherwell? Is not affordable housing one of the very reasons that new housing is required? Oxford City instead of building more housing in it's own area wishes to push the problem out into the surrounding countryside causing more air pollution in those areas - something it has consistently failed to address within the City. The Cutteslowe and North Oxford junction redevelopment with the A40 has spectacularly failed to improve the traffic flow since it's inception and more housing to the North will only exacerbate the problem making journey times longer than they have ever been. This is a main route to the Headington Hospitals where traffic issues are already a major problem. There is a proposal to close Sandy Lane to motor vehicles due to the development PR8 but in the same sentence offers the construction of a new railway station at the Sandy Lane crossing. How is this sensible? How are commuters supposed to get to the station? This has been ill thought out and the new station is a carrot which will do nothing to offset the huge amount of extra commuters wishing to get to Oxford and Headington - the major areas for employment, or London via Oxford Parkway. Cherwell Councillors must act for the people of Cherwell and not for the developers and Oxford City landowners.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-0226 | 22/08/2017 | Pamela | Todd | | |
| 788 | Comments | | | | |
| <p>Strong objection to Cherwell District Council's plan to build 4,400 houses on the Green Belt surrounding the villages of Begbroke, Yarnton and Kidlington. Reference to The NPPF (National Planning Policy Framework, para. 80). The NPPF emphasises that 'GB boundaries should only be altered in exceptional circumstances' and I do not consider that Oxford City Council's inability to manage their own housing needs as 'exceptional circumstances'. Cherwell DCs plan also contravenes the NPPF's policy on the GB and their reasons for 'exceptional circumstances' are not acceptable both to myself and to many other people. The main purpose of the GB is to prevent urban sprawl. Cherwell's Local Plan which has been adopted states that that "The Oxford GB was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area." If these plans are instigated then Oxford City will engulf Begbroke, Yarnton and Kidlington creating 'urban sprawl' on an unprecedented scale. These villages, which have stood alone for hundreds of years, will become 'incorporated' into the suburbs of Oxford and the loss of the GB which separates them will also be lost forever in a mass of bricks and concrete. To prevent neighbouring towns merging into one another - Government policy states that development within the GB should only be the very last resort and should only be considered if there is no other alternative. I do not accept that Cherwell District Council has taken into account the above statement. If these plans were to come to fruition Yarnton and Begbroke would be consumed by Kidlington and all would then be engulfed by Oxford city. These villages have their own historical significance and have stood alone for hundreds of years as I've already stated. This 'independence' would be lost along with each village's history. In the plans Cherwell has allowed for a 50m strip of GB to remain in place separating Yarnton from Begbroke – 50m is the length of a swimming pool and hardly a 'separation'!! By making one large conurbation, the strain on local services would be untenable. The majority of the influx of people would not be working in the area but would be commuting elsewhere. The plans to upgrade the A44 and create a rapid transport system would not alleviate the increase in traffic this proposal would generate. The A44 already experiences high levels of congestion and has a number of pinch points which could not be changed under the upgrade thus exacerbating the congestion even further. The small surgery at Yarnton could not accommodate a further 10,000 people which alone are said to increase the population by. Although the surgery is linked to Kidlington, they too would see their population explode and they too would be unable to cope with the influx. Loss of GB in this locations does not safeguard the countryside - it would result in the loss of rural habitat, Wildlife - deer/buzzards/woodpeckers, owls/bats/etc., agricultural land, trees and hedges, farms - poultry and venison. There would be an increase in carbon foot print, CO2 emissions, carbon monoxide levels, nitrogen dioxide levels, lead levels, population, traffic, noise levels and energy usage. There would be a strain on local amenities, (surgery in particular) and local transport routes.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0226 | 09/10/2017 | Pamela | Todd | | | | N | Y |
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1231

Comments

Opposes the plans for the following reasons; Loss of GB forever & Impact on villages & surrounds, losing 'village life': The NPPF para 80. states the existence of GB is to check unrestricted sprawl of large built up areas - The plan means Oxford City would engulf Begbroke, Yarnton & Kidlington creating unprecedented urban sprawl, losing GB under bricks & concrete. To prevent neighbouring towns from merging into one another - CDC hasn't taken into consideration the Government's. statement that developing on GB should be the last resort & be considered if no alternative. Leaving a 50m strip of GB is hardly 'separation'. To assist in safeguarding the countryside from encroachment - Losing GB would mean losing wildlife & their habitat, agricultural land, recreation for health & well being, an increase in CO2, CO, NO2, Pb, pollution, traffic, noise levels. To preserve the setting & special character of towns - Yarnton & Begbroke would lose their identities & history, dating back to 2700BC. CDC is contravening its statements in The Cherwell Local Plan 2011-2031, Pt 1 adopted 20/07/15, Policy ESD 14: Oxford GB. Yarnton & Begbroke are covered by 'Policy Villages 1'. To assist in urban regeneration by encouraging the recycling of derelict & other urban land - The NPPF states "GB boundaries should only be altered in exceptional circumstances". Oxford City Councils inability to manage their own housing need shouldn't be considered 'exceptional circumstances'. They should be using their own brownfield sites & switching land earmarked for business to housing. EG. Northern Gateway. The population increase will put strain on local amenities. The inadequate transport infrastructure will not cope with increased traffic, (already lost Yarnton to Kidlington bus link). Pollution increase will impact on health. The increase in carbon footprint. The SHMA figures are flawed & inflated to accommodate the proposal. Yarnton has already seen expansion in 2011. Over 200 homes built. The development could be place on sustainable sites CDC has already identified within their jurisdiction. The increased impact of flooding in Yarnton & Begbroke. Am personally opposed to these plans for the following reasons: • The loss of the Green Belt forever • The huge impact this development will have on the village and surrounding areas • The population increase and the strain it will put on local amenities • The inadequacy of the transport infrastructure to cope with the increase in population and traffic (we have already lost our bus link to Kidlington) • The increase in pollution and the impact it will have on health • The increase in the carbon footprint • The environmental impact it will have on the wildlife • The loss of the 'village life' • Because the SHMA figures are flawed and inflated to accommodate the proposal • Because Yarnton has already seen an expansion with over 200 homes being built in 2011 • Because the planned development could be placed on sustainable sites Cherwell DC has already identified elsewhere within their jurisdiction • Because of the increased impact of flooding in Yarnton and Begbroke. The Green Belt is meant to preserve the countryside for all and should not be sacrificed to meet development needs. The Green Belt is needed to aid the health and wellbeing of people living in an urban environment so that they can spend time enjoying nature in a peaceful setting. Once all these things have been taken they cannot be replaced and this would be a crime. Urge you to reconsider your plans and leave the Green Belt boundaries alone to let future generations enjoy the rural setting and village life this area offers.

Changes Sought

Reasons for Participation

Would like Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-0227 | 12/09/2017 | Julie | Priest | | | | | |
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789

Comments

Not bothered about building more housing. But feels bothered that a good proportion of the new residents will have cars, and want to travel into Oxford in the mornings. It doesn't matter how excellent the public transport is, if it can't get to the bus lane for the weight of traffic, then it will take longer to get into work.

Changes Sought

Reasons for Participation

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| PR-C-0229 | 24/08/2017 | Alys | Thomas | Cushman & Wakefield on behalf of Royal Mail Group | | | | |
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791

Comments

The Local Plan (Part 1) Partial Review Consultation document makes provision for an additional 4,400 new homes over the plan period, to be delivered through 7 strategic sites. These sites are focused on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor to Yarnton and Begbroke, and up to Woodstock in West Oxfordshire. Any increase in the number of dwellings is likely to have an impact on the capacity of Royal Mail's operations and its ability to provide universal postal services within the District. It is considered that the expected growth will have capacity implications for existing Royal Mail properties, particularly those within the Kidlington area where the majority of the proposed growth is concentrated. As a consequence Royal Mail, as a statutory provider, may seek the expansion of existing assets or new sites, particularly where housing developments are concentrated and where existing properties are nearing capacity. A rule of thumb is that for every 400 new dwellings, one additional postal round is required, and for developments approaching 1,000 new dwellings in one area, an increased footprint or new delivery office may be required. It is imperative that this is kept in mind in the preparation of the Local Plan (Part 1) Partial Review, particularly in the context of Royal Mail's statutory duty to provide efficient mail sorting and delivery for the Council's administrative area. Royal Mail must therefore continue to be informed about proposals for strategic locations, planned expansions and growth areas, and would welcome further engagement with the Council to ensure appropriate business development and planning and to safeguard future operations in the District.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|------|------|------------------------|--|--|--|--|
| PR-C-0231 | 31/08/2017 | Kate | Nash | Hanwell Parish Council | | | | |
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802

Comments

The planned housing for Woodstock will put undue stress on local infrastructure and services, threaten the World Heritage Site project, damage the rural environment and risk turning this historic town into an Oxford suburb. The Local Plan Review should instead protect historic Woodstock from inappropriate development.

Changes Sought

Reasons for Participation

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| PR-C-0231 | 31/08/2017 | Kate | Nash | Hanwell Parish Council | | | | |
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799

Comments

In the adopted part of the Local Plan and in this Review the Council wastes land by proposing to build at very low densities. This is not only an unsustainable waste of a vital resource, but higher densities would produce the more affordable houses people actually need. The Council should set much higher density targets.

Changes Sought

Reasons for Participation

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|------------------|------------|------|------|------------------------|--|--|--|--|
| PR-C-0231 | 31/08/2017 | Kate | Nash | Hanwell Parish Council | | | | |
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801

Comments

Any new high-tech employment sites in the district should be focused at Banbury and Bicester, where large numbers are already being built/have been provided for on the basis that high-tech employment would be provided. This has not yet been forthcoming.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0232 | 13/09/2017 | Thomas | Bulford | | Y | Y | N | |
| 803 | Comments | | | | | | | |
| Strongly disagree with proposal to build houses on the North Oxford Golf Club. This is a vital recreational facility, a green lung, a home for trees and wild-life and a beautiful property that should not be desecrated. It is a vital recreational facility. It is madness to simultaneously house more people while restricting recreational facilities. The Club is successful, has a long and valued history in the City and, if left alone, will have a bright future and should still be flourishing in 100 years time. The proposal to re-site the golf club to Frieze Farm is nonsensical. Why go the trouble and huge expense of moving the golf course a couple of miles when you could just build the required homes at Frieze Farm???? If the North Oxford Golf Club has to close down it will be a sad day for the City and a stain on the record of the planning committee. Don't let it happen. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0234 | 25/09/2017 | Gareth | Miller | | | | | |
| 805 | Comments | | | | | | | |
| Objects to the proposals in the Draft Plan and fully concurs with the arguments made by CPRE. It is vital to conserve the village nature of Yarnton and Begbroke and to preserve the green belt to the north of Oxford. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0235 | 22/08/2017 | Mrs L | Tomline | | | | | |
| 806 | Comments | | | | | | | |
| Have three concerns regarding the proposed development of farmland surrounding Begbroke and Yarnton. Main concern is an increase in flooding in the area if large areas of farmland are built on. Properties in Fernhill Road, in particular the eastern end, have a very high water table and the gardens flood after a period of heavy rain, reaching around two feet in the middle of the gardens. Not had flooding in the house but have had water only a few inches below the floorboards. If properties flood as a result of building on these natural floodplains will Cherwell District Council take responsibility and compensate for damage caused to properties? The large number of houses is meant to provide homes for people working in the Oxford area, but the Water Eaton rail station provides a fast link to London and the additional housing will attract London commuters. What method will be put in place to ensure the new housing goes to local workers? Our property is quite a distance away from the Begbroke Science Park but any south-easterly wind carries the continuous high-pitched humming produced by the cooling system used in their computer room. This causes sleepless nights. This will affect residents of the proposed housing around the Science Park. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0240 | 29/08/2017 | Ken | Roper | | | | | N |
| 826 | Comments | | | | | | | |
| Objection to the proposed development of 4400 houses, as it would effectively meld Kidlington, Yarnton and Begbroke together turning the countryside of North of Oxford into another Milton Keynes. The infrastructure doesn't support that number of houses being built, the roundabouts at Wolvercote and Cutteslowe barely able to cope now. The whole plan is unsound, has not been properly thought out or prepared, neither is it justified and it will not be effective, as soon as they are built there will be a proliferation of "To Let" signs throughout the development. If these are deemed necessary, and to impose on the green belt then why not create a new village either side of the Banbury Oxford road north of Sturdies Castle, and the other side of the road north of Tackley, this would also make it more viable for the bus companies to reinstate bus services to villages such as the Bartons. History shows us that despite the promise of affordable housing none of them will materialise, a three bedroom house on the new Barton development going for a proposed £600000. Oxford with the new station at Water Eaton is turning the north side of Oxford into a dormitory for Londoners wishing to commute. If green belt has to be sacrificed it should be with miles between the current developments of the three villages most affected by the proposal, and with an infrastructure to support it, doctors surgeries, shops, a pub and churches. Oxford City needs to look at the vast number of empty properties under their purview, and stop building vanity science parks that require housing to support them. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0241 | 30/08/2017 | Sue & Colin | Sherwood | | | | | |
| 827 | Comments | | | | | | | |
| Disgusted and horrified at the proposed destruction of the GB and the associated environment and communities of Yarnton and Begbroke. Moved from Oxford two years ago leaving behind traffic and noise, light, air and environmental pollution. The proposals will remove forever the rural atmosphere and have a catastrophic effect on the environment for generations to come. There will be other unpleasant aspects of the proposals but wish to concentrate on the effect the proposed development will have on the current rural environment and communities. Urge you to reconsider your proposed eradication of our GB. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0243 | 22/08/2017 | Dr Karlijn | Morsink | | | | | |
| 829 | Comments | | | | | | | |
| Strongly against the proposed development on the Green Belt around Yarnton, Begbroke and Kidlington. 1. Understand that the land in question is designated as Green Belt land and should not be developed. Important to keep the villages of Yarnton, Begbroke and Kidlington separate. 2. The extra traffic would make the existing congested roads at peak times considerably worse. 3. Has Oxford City Council made enough effort to provide their unmet housing need within the city? Can they not use existing derelict business/commercial sites within the city boundary instead? Are there not alternative sites surrounding Oxford? 4. Is it really necessary to provide an extra 4,400 houses in/around Oxford, especially in view of Brexit? 5. It is often difficult to get a doctor's appointment here and the extra houses would impose extra pressure on the existing stretched service. 6. We would lose the rural feel surrounding Yarnton and it would be terrible for local wildlife and farmland. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0244 | 08/09/2017 | Michael | Groves | | N | N | N | |
| 830 | Comments | | | | | | | |
| <p>Strong disagreement to proposed plans. GB enables and encourages distinct identities and characteristics for towns and villages whilst providing valuable space for exercise and enjoyment of the countryside. This long held tradition that has been enshrined in law is put at risk, riding roughshod over planning laws and local inhabitants. Houses are needed for local young people doing vital work in the caring, emergency and low paid industries but, as in the case of Barton where affordable housing was used as a pretext for gaining planning permission - there is now no affordable housing for local young people. It is feared that this vast development will become a dormer town for the better off/well paid in Oxford and London. To help local people the landowners could donate portions of their gifted lands to help local councils with smaller and less divisive developments. Whilst people employed by these landowners may well receive subsidised accommodation, this will not help our hospitals, schools, nursing homes or council workers who are vital to support the local infrastructure and are currently being forced out of the locality in order to be able to afford to rent or buy their own property. These people far away from friends and families will not be able to give or receive help from their families at time of need, thus impacting further on social services. Development of this size is horrific when the A34 and A44 are currently totally inadequate and overwhelmed. Local schools, nurseries, GP surgeries and hospitals are all overstretched and unable to cope with current numbers. Cherwell District Council has a duty of care to plan responsibly for the inhabitants of Cherwell and not become a dormer city for the convenience of Oxford City.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0245 | 07/10/2017 | Neil | Sadler | | | | | |
| 1844 | Comments | | | | | | | |
| <p>The plans to build 4,000 homes north of the Cutteslowe area are deeply worrying and threaten the natural environment that separates Oxford from Kidlington. It also sets a very worrying precedent for councils grabbing green belt and other natural areas for urban sprawl. How can there not be a more suitable site which doesn't risk changing the feel of the entire area as much? These houses are also likely to be extremely desirable as being next to the train station, so I am not sure how they can be described as social or affordable housing.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0247 | 01/08/2017 | David C | Hinde | Begbroke & Yarnton Green Belt Campaign (2) | | | | |
| 834 | Comments | | | | | | | |
| <p>Multiple documents have been submitted with this representation. These are summarised as follows. Appendix A: Baseline Data and Evidence. Relevant information gathered through the baseline review is presented on the plans provided in Appendix A. These plans provide a record of the issues & constraints that have guided the development of potential design options. The key points & themes to emerge are summarised in this section but the Appendix A is missing. Appendix B: Stakeholder feedback. The feedback & comments from stakeholders are provided in Appendix B. The key themes to emerge after analysis of the feedback are summarised in the report but are not available for review as Appendix B is missing. Appendix C & D: Design Overview. Plans showing the preferred corridor design are provided in Appendix C. It is unclear if this is the information provided in PR36b. The operation of selected junctions has been modelled for a future year scenario (2031). The findings are discussed in context below, & presented in detail in Appendix D. Appendix D is missing. Appendix E: Design decision. Further to the design notes provided in the report, a record of all design options considered throughout the corridor is provided in Appendix E. This appendix is missing & would seem relevant given the residents of the area may consider aspects of the other options more appropriate given local knowledge. Hard to achieve this if the information is not provided for review & comment. Appendix F: Full Cost Estimates. The main body of the report provides a summary of the total scheme costs. The full cost estimate calculations are provided in Appendix F which is omitted. The report acknowledges the proposed schemes are costly and therefore it would be appropriate to have access to these detailed costs to understand better which elements of the proposals could be cut. As the plans remain unfunded understanding these detailed costings is again very important. The relevance of the above is related to CDC alleged Exceptional Circumstance 9 on page 66 of the Proposed Submission Plan: "The improvement of transport infrastructure in the north Oxford / A44 corridor area." Document PR36 is also included in PR52, Transport Assessment in Appendix 6. The six appendices are again omitted. The inclusion of PR36 in PR52 further underscore its relevance & importance to the process. Without these documents the general public are simply not able to participate in a reasonable and meaningful Consultation as they should be. This is again plainly unacceptable and quite unreasonable & puts in doubt the genuineness of the Consultation. It is quite unreasonable & procedurally unfair for the CDC Submission Plan Consultation to proceed unless & until the missing documents are made available to the general public.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0247 | 01/08/2017 | David C | Hinde | Begbroke & Yarnton Green Belt Campaign (2) | | | | |
| 833 | Comments | | | | | | | |
| <p>BYG are concerned that CDC's consultation is not compliant with statutory framework, not procedurally fair & not reasonable as a matter of law for the following reasons: 1. Insufficient time for review of documents. There are vast numbers of documents to consider comprising thousands of pages & yet CDC have given only the bare statutory minimum period for the Consultation of 6 weeks. (Oxford CC provided 8 weeks for its consultation). This is unreasonable. 2. Consultation taking place over the Summer Holidays. The timing could not be worse as it coincides with the school Summer Holiday season when many people are away on holiday. Indeed we note that the Options Consultation on the proposed CDC PR also coincided with the Christmas holiday season. This is unreasonable & we conclude that both consultations were deliberately timed to avoid the maximum number of relevant residents who will be most affected by the Partial Review being able to participate in the process. 3. Very important documents are missing. As if points 1 & 2 were not serious enough it turns out that important documents which should have been made available by CDC are missing from its evidence base documents suite which has been put out as part of the Consultation. We are still identifying missing documents but at the very least the following important documents are not available when they plainly should be: (provided in table form) PR54 Housing and Economic Land Availability Assessment (HELAA). The HELAA provides important evidence for the development of a Local Plan. The HELAA is required by the NPPF. The HELAA enables planning policy to be devised on the basis of available sites. It is important to the Consultation because the HELAA should include detailed assessments of all sites considered within the Cherwell search areas & will enable a review of rejected sites in comparison with those put forward for development, which in turn is important to respondents in seeking to recommend alternative options. PR36: A44 & A4260 Corridor Study. This document was commissioned by Oxfordshire CC to review the A44 & A4260 corridor & key cross link roads bounded by the A4095 & the A4260 Frieze Way/Peartree Interchange. 5 of the 7 selected sites are either within this area or are located on the boundary. The study takes account of planned development in the area included in the CDC LP. At the time of writing, CDC is working on growth options for a partial review of the LP relating to Oxfords un-met housing need, some of which lie on the A44/A4260 corridor study area. Depending on the growth options taken forward from this partial review, some aspects of the proposals in PR36 may need to be revisited.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>BYG demands that the CDC Submission Plan Consultation be suspended immediately. In order to ensure a reasonable and fair Consultation CDC must: 1. Provide to the general public the documents which we have identified as missing; 2. Confirm that there are no other documents missing which are relevant to the Consultation; 3. If there are any such documents missing, in addition to the ones we have identified, provide to the general public those additional documents as well; 4. Upon the provision of all the missing documents; re-start the clock for the Submission Plan Consultation to run from the day after the provision of the missing documents for a period of 8 weeks to take account of the Summer Holidays which is consistent with Oxford City Council's Local Plan 2036 Options Consultation which started prior to the School Holidays and runs for 8 weeks. Please confirm by return that you will ensure as Leader of Cherwell District Council that the above entirely reasonable demands being made by BYG will be met.</p> | | | | | | | | |

Proposed Submission Plan - General Comments

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
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| PR-C-0248 835 | 03/08/2017 | Iain | Geddes | | | | | |
| <p>Comments</p> <p>Request Cherwell District Council to suspend the consultation on Cherwell’s Partial Review of its Local Plan on the following grounds:• Insufficient time for review of documents• Consultation taking place over the Summer Holidays• Very important documents are missingThere is very strong feeling at grassroots level about the unacceptable level of mass housing being proposed in Oxfordshire. It is a great disappointment the your Council, along with others, have conceded to the unverified demands of housing allocation being promulgated by Oxford City Council to meet their so-called ‘unmet housing need’.On top of this scenario, it would appear that Oxfordshire is to bear the brunt of Central Government’s ‘vision’ to develop the Cambridge – Milton Keynes – Oxford ‘corridor’ at the expense the quality of life and place currently experienced by those of us that live in Oxfordshire, and also at the expense of the depletion of wildlife and the natural environment. Your vision seems to be more concrete, more traffic, more pollution – the doom laden scenario of ‘business as usual’. Instead of economic growth, you as a Council should be planning for ‘sustainable growth / smart growth’ where the qualities of the natural environment are placed at the heart of planning.I trust you will immediately respect the request / demand from the Begbroke and Yarnton Green Belt Group for the immediate suspension of the proposed submission Plan for Consultation.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0250 1210 | 08/10/2017 | Caroline | Briden | | N | N | Y | |
| <p>Comments</p> <p>Should be read in conjunction with Begbroke and Greenbelt Campaign. Not compliant with Duty to Cooperate - video evidence from the Cherwell District Council website indicates that members of the Executive felt forced to approve the initial plan. Subsequently at village meetings it appeared that Executive members felt they had been intimidated by the power of landowners and developers. Positively Prepared - No. Proposals in the document have not addressed their impact on residence or infrastructure. Justified - No. There are other sites that could be used: such as that designated for Northern Gateway, other brownfield sites within the City and sustainable sites in Cherwell District. Oxfordshire's Strategic Housing Market Assessment should be updated. A more modest growth target for each community would be more acceptable than the near tripling proposed for Yarnton/Begbroke. New economic forecasts and new Government guidelines make the figure of 4,400 units unsound, not positively prepared and unjustified. The City Council should do more to meet it's own needs. National Planning Policy Framework requires "very special circumstances" which have not been demonstrated. The transport proposals have not been "tested" or funded thus unsustainable. Closure of Sandy Lane would be highly detrimental to local residents, whose roads are already clogged by daytime parking by car owners commuting by bus to Oxford. Effective - No. Rushed proposal to accommodate Oxford's unmet housing need prepared before the City has prepared it's own Local Plan. There would need to be cast-iron powers to ensure affordability for locals. Consistent with National Policy - No. Total disregard to National Planning Policy Framework guidelines. Proposed housing coalesces three villages with loss of individual characteristics/history. Oxford City Council has 40% GB which it zealously guards, understanding the need for a Green Lung. The proposed plan would create a vast urban sprawl - a sufficiently rigorous case has not been made for destruction of GB. Housing figures must be further recalculated taking into account Brexit and revised forecasts of lower economic growth.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | Would like the Begbroke and Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |
| PR-C-0251 2043 | 09/10/2017 | Antonio | Corbi | | N | N | N | Y |
| <p>Comments</p> <p>The CDC's Proposal does not consider the impact of flooding. The CDC knows flooding in the area is an issue. There are pictures showing the impact to flooding on Yarnton and Begbroke village. If the CDC have been unable to meet their residents' needs in this area now, it would be irresponsible to propose the growth in housing in this way. The CDC is completely irresponsible proposing these plans. The proposal is also irresponsible as it does not consider the impact on wildlife. The countryside that surrounds our two villages is rich in wildlife. The loss of this habitat for housing will have a massive negative environmental effect. Therefore the CDC's Proposal is irresponsible.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |
| PR-C-0251 863 | 17/09/2017 | Antonio | Corbi | | | | | |
| <p>Comments</p> <p>Unhappy & concerned about short consultation period being held over the summer months. Oxford City Council should meet their own unmet needs, not their neighbours. Their needs have been overstated & the council will have all powers to cover these. Passing their responsibilities to other councils is a good strategy but it is irresponsible. It seems that CDC is more interested in meeting the request of Oxford CC than hearing its own people. An additional 4,400 houses for the district by 2031, over & above that allocated in the adopted part of its LP is outrageous! 1. The LP Review is intended to only accommodate Oxford’s “unmet need”, but this is substantially overstated & Oxford has not satisfactorily identified the amount of it they might not be able to meet. Oxford is capable of accommodating all or almost all of it by switching land earmarked for businesses to housing instead. It is premature for CDC to even start the process of accommodating it. 2. The Council’s LP Review is not just to build in the GB, but to attack the core principles on which GB's depend. Even if Oxford’s inability to accommodate its own housing need was real & had been properly quantified Oxford could and should meet it elsewhere than in the GB, which 3/4 of its own voters want to see protected. 3. Sustainability - Although you say the most sustainable option is to build on the GB, to it is the very definition of unsustainability. It should be located the sustainable sites it has identified elsewhere in the district. 4. Density - In the adopted part of its LP & in this Review you waste land by proposing to build at very low densities. This is an unsustainable waste of a vital resource, & higher densities would produce the more affordable houses people actually need. 5. Transport - You say the housing could be supported by a new railway station ‘between Kidlington & Begbroke’ but this is unlikely to be deliverable. The plans should be put on hold until the Oxford to Cambridge Expressway route is settled, the East-West railway is re-opened & the full extent of the expansion of Bicester is agreed, with its possible new transport infrastructure. 6. Any new high-tech employment sites in the district should be focused at Bicester where large numbers of houses are already being built/have been provided for on the basis that high-tech employment would be provided, but this has not yet been forthcoming. 7. The planned housing for Yarnton will put undue stress on the rather weak local infrastructure & services, which are practically non-existent & damage the rural environment. Many neighbours are already abandoning this area.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The Council should set much higher density targets on building properties. | | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0251 | 09/10/2017 | Antonio | Corbi | | N | N | N | Y |
|------------------|------------|---------|-------|--|---|---|---|---|

5622

Comments

The CDC's Proposal should be amended. CDC has not given time to develop a parallel proposal but I can highlight the following points that should be considered to amend the CDC's Proposal: • Cherwell DC should consider other sites: Bicester is one example of a place that is easy reach of Oxford by train. • Oxford City Council should use its own brownfield sites. Oxford could prioritise solving its own housing problems by using sites like the Northern Gateway or its own golf courses. The CDC should look after their residents and is irresponsible to pass the Oxford Council's responsibilities to the CDC's. • Oxford City Council should consider building taller buildings. • Oxford City Council should consider using sites located closer to the major employment areas: the City Centre, Headington and Cowley (recall these last two areas employ more people than the City Centre does) . Any sites on Green Belt land would need to avoid undue urban sprawl or merging villages together – two points that the Cherwell proposals fail on. • Reviewing the housing forecasts. These are based on the 2014 Strategic Housing Market Assessment or SHMA and are overstated. The forecasts used historical data and was undertaken before the European Union referendum happened.

Changes Sought

For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-0251 | 05/10/2017 | Antonio | Corbi | | | | | |
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1180

Comments

Addresses Cllr Barry Wood & thanks him for attending the Kidlington Parish Council public meeting on 21/09/17 & for taking questions on the proposed changes to the LP. Your frank responses reinforced my view ,shared with many others, that CDC does not intend to take the public consultation seriously. That it is listening only to the development lobby & running scared of litigation. Tellingly, most of the reasons given in the LP for building on the GB North of Oxford read as if they have been copied & pasted from some Local Enterprise / Oxfordshire Growth Board strategy document for capitalising on cashing in the land value. You dismissed suggestions to wait on the outcome of the current Government consultation that could well show that the current SHMA housing targets are perhaps double what is needed. You seemed remarkably unconcerned by the possibility Cherwell is committed to many more homes than it really needs & seemed determined to compound the error by building homes that Oxford City doesn't need in the most inappropriate and vulnerable part of the Green Belt. Your defence was twofold: that the SHMA target doesn't need to be accurate so long as it has been approved via the correct process, if a new formula were introduced that slashes the existing target you were confident in the Council's ability to find ways to keep housing need projections at the current level. Do you really think that this is an appropriate & professional response to serious & legitimate concerns? Never saw such a blatant display of official contempt for both the probity of the Council's conduct of an evidence based process & for public scrutiny. It is most important to be sure the housing target is as accurate as possible. Recall the initial LP Examination in Public saw Cherwell's case thrown out for not meeting newly revised SHMA targets. It had to go back to the drawing board to double the housing numbers. Is that not a clear pointer toward the need to stop & rethink – to apply your vaunted ingenuity to bring the numbers down? This requires making a clear separation between need (which is finite) and demand (which is massive & almost infinite). Cherwell already has a massive new build commitment & a LP in place. It need not rush to add more. It certainly should not progress a process designed to take land out of the GB against a background of heightened uncertainty magnified by Oxford City not having a LP in place. I urge you to take a principled stance in your role as Leader of the Council & our representative on the Growth Board. Please do everything in your power to apply the safety brake. I think the 400+ members of the public present at Exeter Hall on Thursday made their feelings clear & gave you a mandate to change direction. It is time our elected representatives acted to re-open the housing need question. CDC should work with the Growth Board to withdraw support for allocating Oxfords unmet housing pending an urgent review of the underpinning housing need projections. If you really are unwilling or powerless to Stop Oxford's Sprawl and save our GB then perhaps it is time to resign. No one of principle would want to preside over the urbanisation of Oxford's GB. History will not forgive you.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|---------|-------|--|---|---|---|---|
| PR-C-0251 | 09/10/2017 | Antonio | Corbi | | N | N | N | Y |
|------------------|------------|---------|-------|--|---|---|---|---|

2038

Comments

Cherwell District Council (CDC) is barely able to cope with the needs of the population and therefore the proposal to more than double the number of houses is irresponsible. Access to Oxford by road has not completed. The roads are not paved, the traffic is overwhelming, the services provided by CDC are insufficient to meet the needs of the population, there is a problem with flooding in some areas and the CDC is unable to give timely response to all the demands of their residents. The proposal is also irresponsible because merging the populations into a single large conurbation in Kidlington does not make sense and is unreasonable. The proposed development is entirely on green belt land and would result in there being only a narrow gap separating the villages of Yarnton and Begbroke. This new development crosses the parish boundaries and we estimate that the physical gap between Begbroke and Yarnton will only be approximately 50 metres. There is also only a small gap between this enlarged development and Kidlington , meaning in effect that the three villages are merged into one large conurbation. We estimate the population would be around 30,000. The proposal is also irresponsible because it is against the purposes of the Green Belt as define in the National Planning Policy Framework (NPPF). Highlights five points in the NPPF that have not been met in the proposals from Cherwell DC that are irresponsible and is quoted in the letter. The proposal is irresponsible because if it is approved CDC could not comply with the approved own policy on the Green Belt: Local Plan 2011-2031 adopted 20 July 2015. Policy ESD 14 states the points given in the letter. Yarnton and Begbroke are covered by "Policy Villages 1" - as referenced above. This means only certain types of development can happen in such villages and is limited to the following:• Minor development• Infilling• Conversionsit is breath-taking reading the above when reviewing the proposals for 4,400 new houses on the green belt land around our villages. It is clear these proposals from Cherwell contravene their ownLocal Plan policy on the Green Belt. Therefore the CDC's proposal is irresponsible!

Changes Sought

For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|-------|-----------|--|---|---|---|---|
| PR-C-0253 | 10/10/2017 | Layla | Moran, MP | | Y | Y | N | Y |
|------------------|------------|-------|-----------|--|---|---|---|---|

1988

Comments

The estimate of housing need published by the Government in the Planning For Homes consultation (published on the 14th of September 2017) are so significantly lower than the figures this plan is based on that the only reasonable course of action is for Cherwell DC to halt the current process and reassess. The new figures not only suggest that a much lower target is needed for Cherwell DC, but also for Oxford and other neighbouring districts. This may have a substantial effect on what the level of Oxford City Council's unmet need is. Until the case for the unmet need is unequivocally made, given the huge public opposition, a more cautious approach should be taken. The proposals will cause significant coalescence between Yarnton, Begbroke and Kidlington, undermining one of the key principles of national planning policy. Cherwell DC have failed to set out 'exceptional' reasons why there is a need to build on the Green Belt on the scale proposed when there are other sites available in the district. In light of the Government's consultation on its new approach to housing assessment, Cherwell DC should halt the current process and reassess its figures before continuing.If or when the process does continue, housing development on this scale is not justified on Green Belt sites around Kidlington, Yarnton and Begbroke and alternative sites in the district should be reassessed. Local residents strongly express the view that should building happen on the Green Belt, it should be a last resort, meet local need, is fully supported by infrastructure and be affordable to the community.This plan meets none of these criteria.

Changes Sought

In light of the Government's consultation on its new approach to housing assessment, Cherwell DC should halt the current process and reassess its figures before continuing. If or when the process does continue, housing development on this scale is not justified on Green Belt sites around Kidlington, Yarnton and Begbroke and alternative sites in the district should be reassessed. Local residents strongly express the view that should building happen on the Green Belt, it should be a last resort, meet local need, is fully supported by infrastructure and be affordable to the community. This plan meets none of these criteria.

Reasons for Participation

In my role as Member of Parliament for Oxford West & Abingdon constituency, which includes Kidlington, Yarnton & Begbroke, it is my job to represent the views of my constituents at the Examination.

Proposed Submission Plan - General Comments

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| PR-C-0254 | 19/09/2017 | Denise | Greenspan | | | | | | |
| 841 | Comments | | | | | | | | |
| Complete and unequivocal objection to Cherwell District Councils plans to build Oxford City housing on the Yarnton and Begbroke GB. Objections to the threat to wildlife and creeping urbanisation of our cities and further objections to consultation process. Suggests approaches to ribbon development. The plan is based on flawed and out of date information (pre-Brexit data and a discredited SHMA). With regard to increase in traffic a CDC representative at the exhibition in Begbroke village hall felt that there would only be a 1.2% increase, there is simply no way that tripling the size of the village will lead to only a 1.2% increase in traffic. Objections are: 1. The loss of vast swathes of countryside and wildlife around Yarnton 2. Irreversible harm to the history and identity of the village 3. Traffic gridlock on the A44 – it already takes one hour to get from Yarnton to Cowley each morning and no amount of bendy buses will improve that because there is only room for one lane in each direction over the bridge. 4. Air pollution from said increased and gridlocked traffic 5. Lack of water supply – Thames Water has informed me that water will be brought in from Wales. The reservoir that South Oxford is trying to build is to support the water supply in London – only 20% of it, if it is ever actually built will be allocated to South Oxford. 6. Ironically then – this proposal would also lead to an increased flood risk. 7. Closure of Sandy Lane – this is a busy thoroughfare between Yarnton and Kidlington, its closure would require a 3 – 4 mile detour in either direction - leading to even more traffic on the A44 8. Since this is housing for Oxford City it should be said that this is just too far for public transport in to the city; it would take me more than 2 hours each way, by bus, to get to my office in Cowley. It takes 2 hours to get to London. This plan would end up being London housing, not Oxford City. Oxford City should be exploring other non-greenbelt sites closer to the city. As well as having higher density targets within the inner city or perhaps building where better infrastructure has already been provided, such as Bicester. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0257 | 05/09/2017 | Irene | Dachtler | | | | | | |
| 844 | Comments | | | | | | | | |
| Objection to Oxford City Council's actions in building more commercial properties on land that could be used for housing. Should be protecting the green belt which gives residents of Oxford somewhere to escape from the polluted air of the city. Whether they are concerned about the environment I begin to wonder having seen the building on what thought was green belt, namely Barton Park. These were lovely green fields with cattle and ponies grazing and as mentioned before it is such a sad sight to see our green spaces disappearing around the City. Concern lies with the Plan and the destruction of North Oxford Golf Club. I have been a member there for over 30 years and not only has it kept me fit and healthy, I have met some lovely people there who have helped me through some difficult times. It is a breathtakingly beautiful place to be with mature trees and interesting bird and animal life and it pains me to think what would happen to the area if building is permitted on this land. The Club provides recreation which we are pressed to take part in by the health authorities and is also a social hub for members and their friends and lives would be destroyed and long held friendships would be difficult to maintain if these opportunities were not available. We are told that loneliness is the worse illness we can experience and I believe that the breakup of the club would inflict this upon some of the most vulnerable of our members. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0260 | 10/10/2017 | Rhian | Pye | | N | N | N | Y | |
| 5561 | Comments | | | | | | | | |
| This area is rich in wildlife and the loss of habitat which will result from the release of Green Belt land for the purposes of house building will drastically and adversely affect the local environment. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | | I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |
| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y | |
| 5530 | Comments | | | | | | | | |
| Consider that the proposed submission plan is Unsound, Not Positively Prepared, Not Justified and Not effective for the reasons given in the specific objections described in the document appended to the end of this cover letter. Also provide comments on certain procedural aspects of this consultation process. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |
| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y | |
| 5579 | Comments | | | | | | | | |
| The closure of Sandy Lane is cited within the TA (PR52) and the A44 Corridor Study (PR36, incorporated into PR52 as an appendix). Sandy Lane is a minor road but provides a crucial link between Yarnton and Kidlington villages. It is the only such link outside of the two main corridor roads at Langford Lane and Frieze Way. Its strategic importance is highlighted by it being salted in winter. It is estimated that 190-240 cars per hour use the road at off-peak times with near-equal flow rates in both directions (personal travel survey data). This further highlights its importance as a link between these two villages. It provides access to local schools (the catholic primary school for Yarnton and Begbroke is located in Kidlington, along with a secondary school) and health services (the GP surgery at Exeter Close Kidlington and Rutten Lane Yarnton are part of the same practice). The closure of Sandy Lane is classified as 'crucial' within the PSP, with a cycle / pedestrian shared use path being created in its place. Having greater provision for pedestrians and cyclists is a sensible proposal and is welcomed. This however could be done in parallel to retaining it as a key link for car journeys. The closure of Sandy Lane will affect the length of car journeys. It is 2.4km from the A44/Sandy Lane roundabout to Kidlington Village Library on Oxford Road. If Sandy Lane is closed, the distance is 5.0km via Langford Lane or 6.0km via Frieze Way, increases of 110% and 150% respectively. With no public transport options, the closure of Sandy Lane will result in increased journey times and generate more congestion on local corridor roads. This is will be an issue with the plan in PR36 that would see traffic being diverted away from the A4260 onto the A44. The closure of Sandy Lane would add more traffic onto the A44 corridor so exacerbating congestion. The closure of Sandy Lane as proposed in Policy PR8 is therefore unsound. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |

Proposed Submission Plan - General Comments

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|------------------|------------|---------|-----|--|---|---|---|---|
| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y |
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5582

Comments

The Policy Sites PR8 and PR9 provide an attractive environment around the villages of Yarnton, Begbroke and Kidlington. Use these regularly for leisure activities including running. The sites are largely used for agricultural purposes and are well tended. The loss of access to this open space would affect the quality of life for the existing residents of these villages. The land set aside within the PSP would not provide any compensation for the loss of this open, beautiful Green Belt land. Sandy Lane provides a vital link for getting my young children to school and its closure would have a substantial effect on family life. The road is well used but not busy. Not experienced delays at the level crossing and Canal Bridge. Not witnessed any accidents on this road. Do believe better provision for cyclists and pedestrians should be provided, but not at the expense of road users. Yarnton and Begbroke villages have their own unique character. It is without question that if the PSP is implemented that this village character, and associated history, will be permanently lost. Bats are regularly seen in the garden. Live close to Policy Site PR8 and would be concerned about impact of this development on the local wildlife.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|---------|-----|--|---|---|---|---|
| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y |
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5581

Comments

The transport strategy relies heavily on the use of the existing road network. The A44 is used as part of my daily commute. It is regularly congested from Sandy Lane to Pear Tree at peak times. Traffic frequently queues from Pear Tree towards Oxford with the recent upgrade of Wolvercote and Cutteslowe roundabouts appearing to have provided little benefit to reducing congestion. Additional traffic monitoring would be advised to confirm the lack of improvement on this important stretch of the corridor. The addition of 4,400 houses can only exacerbate this situation. The A4260 through Kidlington is regularly queued from Bicester Road to Kidlington Roundabout, including the service roads. Journey times at peak time are poor. Accessing Oxford Parkway at peak times is difficult due to the traffic congestion. With no safe cycle access (and no direct provision is made within the transport strategy from Yarnton) this makes one reliant of using cars. The A34 is heavily congested during the working week. This road is used as part of my daily commute to Milton Park. The journey from Yarnton can take on average between 45 to 60 minutes at peak-times which equates to an average speed of 20-30 mph. The addition of 4,400 houses will exacerbate this congestion.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|-------|--------|--|---|---|---|---|
| PR-C-0265 | 09/10/2017 | Ellis | Davies | | N | N | N | Y |
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5555

Comments

For the reasons given AND the representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Changes Sought

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|------|---------|--|--|--|--|---|
| PR-C-0267 | 09/10/2017 | John | Burford | | | | | N |
|------------------|------------|------|---------|--|--|--|--|---|

1654

Comments

Considerable amount of local concern and real anger across Yarnton, Begbroke and Kidlington not least because of the manner, bias and timing afford the consultation. Difficult to put together a more misjudged set of proposals which has created a total solution to fit the desired objectives of Oxford City, University land owners, the U turning of Cherwell District Council and commercial house builders. In following a process based on the assumption that economic growth is paramount then they are guaranteed to fail in the same way as previous models of urban growth in the South East have done in the UK. Oxfordshire is unique in that its population is primarily centred on one location, Oxford, with the next biggest 6 towns' total population still not equalling that of the city. As such the very last place one would wish to develop is by extending into the GB outside Oxford. The future has to be with brand new communities built alongside the required infrastructure and looking forward to new employment opportunities in areas with, or capable of attracting both the employers and the skills/labour needed. This requires plans based on creating new opportunities in areas of the UK outside the SE not adding sprawl to heavily congested towns and cities. To fully challenge these plans would require considerable time spent on all of the elements.....housing assumptions/estimates, GB, wildlife loss, unworkable transport schemes, Brexit impact, Oxford City's failings. I choose however to delegate my voice on these matters to the Begbroke Yarnton Green Belt Campaign who will represent the totality of my concerns. Proposals are contrary to existing policies firmly in place. Findings of the review have no democratic justification

Changes Sought

Reasons for Participation

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| PR-C-0269 | 23/08/2017 | Andrew | Pitts | | | | | |
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856

Comments

When we moved to Yarnton had solicitors look into the field adjacent to our house because of the fact that it is some 7 feet higher than the position of the houses in our road. Would never have spent this amount of money if ever thought there was a chance that houses would be built that would look overlook our houses and gardens. It also would present a tremendous flood risk because our site used to flood and there had to be extra measures put in place for our development. Add to that the fact that we wanted to be in the country, surrounded by fields that would not be built on. Were advised that the land could not be built on and fought hard a few years ago when Oxford University wanted to put a road through the field. This was turned down. The infrastructure in and around Yarnton, especially the roads cannot cope with the level of traffic we have now and measures need to be put in place just for the status quo, not for thousands more cars to be trying to get in and around Oxford through the same small road system. Our sewers are constantly blocked due to too much stress being put on them, please check with the water authorities. There are so many field in and around the Oxford Ring Road that would be far more suitable and would place workers much, much closer to the jobs they will be working in. Need to reduce traffic, congestion and commuting times. There is absolutely no logical reason apart from pandering to Oxford University and their want to expand the Science Park for more houses in and around our village. The council should not be willing to place the lives of local villagers over one of the world's richest Universities. They have acres of land in and around Wheatley that is far, far more suitable, with much better roads systems and facilities. Also, please advise why a failing golf course in the centre of Oxford is not being used rather than green belt fields. Nobody wants a rich man's sport like golf anymore, it is not sustainable and is much better suited to a site outside the ring road for the few that want to and can afford to play. This site would be right in the middle of where the job needs are. Are organised and willing to place a great deal of money to fight this along with ensuring there is no collusion between staff at the council and the University. Will be asking questions about this and will hire private investigators to look into anything that may not be deemed legal, professional or correct in any way including collusion and conflicts of interest. Will also be highlighting any planning that has been turned down in Oxford both now and in the future, where circumstances would be much better than building on fields that look over other's houses.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0273 | 29/08/2017 | David & Sarah | Thornhill & Ablett | | | | | Y |
|------------------|------------|---------------|--------------------|--|--|--|--|---|

860

Comments

Strong objection to the proposed erection of 1950 dwellings in Begbroke and 530 dwellings in Yarnton. Both Yarnton and Begbroke are dispersed settlements: infilling could ruin the character of the village while estate development would overwhelm it. The protection of Begbroke and Yarnton's visual, historic and archaeological qualities is also supported by the National Planning Policy Framework, which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Building what amounts to be the largest high density development in the area; merging the sizeable town of Kidlington with the villages of Begbroke and Yarnton will destroy the unique character of these villages entirely, with the loss of the surrounding GB areas which give the villages their identity, rather than becoming part of yet more urban sprawl. Whilst pressure from Oxford DC for the development in Cherwell DC is considerable, mainly for housing city commuters, it has been successfully resisted in similar cases by Vale of the White Horse DC re the large area of brown field land adjacent to the BMW plant, amongst other areas. The reasons for rejecting those schemes included the inadequacy of the local lanes to accommodate even small increases in traffic, and because road widening would destroy ancient field boundaries. There is concern about Cherwell DC's proposals to increase bus services in order to facilitate the proposed developments by closing one lane of the already busy dual carriageway (note: traffic surveys have been averaged over a 12 hour period, ignoring the rush hour bottlenecks that occur at the Turnpike roundabout / following bridge and roundabout on the A44 prior to Pear Tree interchange) as a dedicated bus route. As cyclists, we are increasingly aware of the poor quality of both the road surfaces in the area due to volume of traffic and poor repairs, and the badly maintained cycleways. Increasing traffic through already congested roads will not improve this, and will most likely lead to more RTA's in the area. The proposed siting of the developments are particularly ill-considered: they are on greenfield sites used by many villagers and tourists for recreation and walking dogs. Building here would both diminish the striking views available to locals and new developments would be prominent from many areas of the village. Furthermore, there is no need for this kind of 'open market' housing in the village, which has already seen several 'new' estates being built in recent years. Cherwell DC has more than five years' supply of housing land in other larger areas (Bicester, Banbury, Kidlington etc.) to meet the requirements of its emerging Local Plan's policy. The villages of Begbroke and Yarnton already have enough housing developments: the only identified need is for affordable housing for residents who work locally, as recently confirmed by your Housing Department's Housing Needs Survey. As an alternative to this proposal, we would support the construction of further housing developments for both Oxford and London commuters (making use of Oxford Parkway Station) on, or near to the proposed Northern Gateway site, or other brown field areas which could be identified within the Oxford area, rather than build on GB land merging villages in to greater conurbations.

Changes Sought

Reasons for Participation

If this proposal is to be decided by councillors, please take this as notice that we would like to speak at the meeting of the committee at which this application is expected to be decided. Please let us know as soon as possible the date of the meeting.

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|------------------|------------|------------|-------|--|--|--|--|---|
| PR-C-0275 | 26/08/2017 | Mr & Mrs K | Evans | | | | | N |
|------------------|------------|------------|-------|--|--|--|--|---|

862

Comments

Strong objection to building on GB. Overwhelming housing development is unsustainable and unacceptable. Detrimental to health care, schools, traffic/roads, pollution and wild life. Loss of identity for villages of Yarnton, Begbroke and Kidlington whose history date back to the Domesday Book. Inexcusable legacy for future generations GB will be lost for ever.

Changes Sought

Reasons for Participation

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| PR-C-0277 | 07/08/2017 | Andy | Carey | | | | | |
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864

Comments

Please consider incorporating something like Rennie's Mill in your plans. It would be awesome to be the Hong Kong of North Western Europe, and you wouldn't have a shortage of places to live for nurses constrained by national pay scales.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|-------|--|---|---|---|---|
| PR-C-0278 | 08/08/2017 | David | Pratt | | Y | Y | Y | N |
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865

Comments

No further comments

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|---------|--------|--|--|--|--|---|
| PR-C-0282 | 16/09/2017 | Deborah | Davies | | | | | N |
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5075

Comments

Traffic - Anybody who travels in the Kidlington area knows that the system has already reached capacity & it regularly gridlocks. Adding construction traffic to the mix & you have recipe for chaos. Unaffordable homes - The Barton development is an example that promises in this regard simply cannot be trusted. So called affordable homes are either blatantly priced out of the reach of first time buyers or not delivered at all.

Changes Sought

Reasons for Participation

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| PR-C-0284 | 29/08/2017 | Mrs N K | Wallace | | | | | N |
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876

Comments

General objection on grounds of urban sprawl, unaffordable homes, public services to get worse, traffic gridlock, sites rejected by Cherwell this stage are still vulnerable.

Changes Sought

Reasons for Participation

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|------------------|------------|--------------|-----------|--|--|--|--|--|
| PR-C-0285 | 03/08/2017 | John & Helen | Stevenson | | | | | |
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877

Comments

Live in Bladon and every time we want to join the A4095 which runs through the village, we wait ages then risk life and limb joining the constant stream of traffic. Whatever will it be like with all these extra houses, especially with the huge development happening in Long Hanborough? Surely the roads need improvement and more village traffic lights, before extra traffic is added.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------------|--|---------------------------|
| PR-C-0286 | 29/08/2017 | Mrs C A | Bevis | | |
| 878 | Comments | | | | |
| | View on Land North and South of Milton Road is that..... Think other sites should be considered before building on the GB. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0287 | 29/08/2017 | Lisa | Hill | | |
| 879 | Comments | | | | |
| | View on Land North and South of Milton Road is that..... I am against building on GB land and it's a large volume of houses that are under consideration in Kidlington. It would be better if the housing is spread across the District on sites such as land north and south of Milton Road. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0289 | 29/08/2017 | Naomi | Cooper | | |
| 881 | Comments | | | | |
| | View on Land North and South of Milton Road is that..... Would rather housing was built on greenfield sites first before considering GB. Housing is urgently needed and everyone is going to say not in my back yard. If there is better transport links housing could be built further from Kidlington itself. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0290 | 29/08/2017 | | Blackford | | |
| 882 | Comments | | | | |
| | View on Land North and South of Milton Road is that.....Cherwell should spread their housing allocations across the District. Why put so many houses in one area when other more suitable sites such as this can come forward for housing. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0291 | 29/08/2017 | C H | Adams | | |
| 883 | Comments | | | | |
| | View on Land North and South of Milton Road is that....Object to the suggestions of building on the green belt when there are other sites available. Having been to a public meeting , would like to put my views as strongly as possible. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0292 | 29/08/2017 | Linda | Baker | | |
| 884 | Comments | | | | |
| | View on Land North and South of Milton Road is that....This site means we can preserve GB in Kidlington. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0293 | 29/08/2017 | David | Jones | | |
| 885 | Comments | | | | |
| | View on Land North and South of Milton Road is that..... Its non GB and is lied all, compared to other sites being considered. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0294 | 29/08/2017 | Josh | | | |
| 886 | Comments | | | | |
| | View on Land North and South of Milton Road is that.....The roads are so congested in Kidlington. Why not consider other sites to spread the housing more evenly in Cherwell and relieve the pressure on one village's infrastructure. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0295 | 29/08/2017 | Tom | Butler Bowdon | | |
| 887 | Comments | | | | |
| | View on Land North and South of Milton Road is that..... It's fine go ahead only if the developers to get local and county council to improve transport infrastructure otherwise just more problems are created. | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-0296 | 29/08/2017 | Alexandra | Zmau | | |
| 888 | Comments | | | | |
| | View on Land North and South of Milton Road is that.... Enough houses in Kidlington. | | | | |
| | Changes Sought | | | | Reasons for Participation |

Proposed Submission Plan - General Comments

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| PR-C-0297 | 29/08/2017 | | Nowracki | | | | | |
| 889 | Comments | | | | | | | |
| View on Land North and South of Milton Road is that.... There is a need for housing but not greenfield. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0298 | 29/08/2017 | M | Bicknell | | | | | |
| 890 | Comments | | | | | | | |
| View on Land North and south of Milton Road is that.....agree that non GB land should be seriously considered before building on GB. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0299 | 29/08/2017 | Karen | Clack | | | | | |
| 891 | Comments | | | | | | | |
| View on Land North and South of Milton Road is that.... Agree that this should be considered. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0300 | 29/08/2017 | Justin | Reay | | | | | |
| 892 | Comments | | | | | | | |
| View on Land North and South of Milton Road is that....Object to building on GB land as it is unnecessary. Also strongly object to stretching the services in Kidlington and Yarnton. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0301 | 29/08/2017 | Rupert | Page | | | | | |
| 893 | Comments | | | | | | | |
| View on Land North and South of Milton Road is that.... It's a bit short sighted to put homes in all one place as the local infrastructure in Kidlington will not be able to cope with the influx of people especially from a traffic and the local service point of view. Other sites in Cherwell should be considered. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0309 | 04/09/2017 | Graham | Jennings | | | | | |
| 920 | Comments | | | | | | | |
| As a resident of Kidlington for 2 years (Yarnton for the previous 5+) and as a commuter using the A40 and M40 on a daily basis I am extremely concerned that the proposed 4400 homes in the Kidlington / Yarnton area will cause near gridlock on local roads. The revisions at the Cutteslowe roundabout have had limited effect relieving congestion for the current volume of traffic. There is queueing on a daily basis on the A40 from before the footbridge. The new lights have created a lot of stop start traffic which must be having a negative affect on air quality not to mention frustration for road users. As well as congestion, supply of schools, doctors and flooding risks also need to be considered. Do not object to some new housing being built, it is required. However do object to the amount being concentrated in the Kidlington area. Oxford city needs to do more to solve their own problems; one idea would be to build flats for students allowing many of the city's houses to return to family homes rather than being used as multiple occupancy student accommodation. Building such a large quantity of new homes on the GB surrounding north Oxford's village isn't fair, it should be protected to preserve the wildlife. Turning the area into one massive housing estate will destroy what makes the area desirable in the first place. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0310 | 04/09/2017 | Ronald & Bonnie | Nettler | | | | | |
| 921 | Comments | | | | | | | |
| Do not agree that there is a definite need for more housing (especially affordable housing) on the site of the proposed plan, as there is in most of the county and the City of Oxford. Think that the proposed plan is generally too ambitious with regard to the size and nature of the planned development. Particularly concerned about: 1. Volume of traffic on the A44 causing severe disruptions to public and private transport. 2. High density estates. 3. Potential shortages in basic services such as schools and medical facilities. 4. Urbans sprawl. Fear that the proposed plan in its present form will cause these issues to materialise, to the detriment of all who live in the area. The safeguard measures to prevent these problems discussed in the Plan booklet are too often vague and unclear in attempting to allay such concerns. However, do recognise the need for more housing do support that, it is the scale of the proposal that causes concern. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0311 | 06/10/2017 | Miss Helen | Tyas | | N |
| 922 | Comments | | | | |
| <p>As a resident of Kidlington object to the proposed plans to build 4,400 houses in and around Kidlington, Yarnton, and Begbroke. These plans are unsound and ill-considered, and irrevocably risk the future outlook for Oxford and its immediate surrounding area. Concerns around how the Oxford road network can withstand the additional traffic volume this level of development will inevitably entail. This needs to be considered alongside other development around the city perimeter. Given the mediocre success of the new roundabouts at Cutteslowe and Wolvercote to manage the current traffic congestion, cannot see how a level of development reaching near 35,000 homes will not lead to gridlock. There is the concomitant increase in air pollution and impact on the health of the residents. Oxford already regularly exceeds maximum levels of air pollution, with woeful preparation for the population increase in terms of infrastructure and facilities. Schools, GPs, and policing, already pushed to the limit, will be stretched to unsafe levels and require additional resourcing. There are serious questions why Oxford City is not able to do more to meet its own housing need. through use of brownfield, empty retail, or by reducing student numbers etc. East Oxford housing stock has been dramatically reshaped by family homes being used as student housing - such student housing could be found by purpose-built properties. The residents of Kidlington, Yarnton, and Begbroke deserve a district council that will do more to challenge the City Council and encourage more innovative solutions to its own housing problem than that the city has so far been able to identify. The City has not adequately prepared for, or responded to, a housing crisis that was easily predictable, and Cherwell and other districts should not have to come to the rescue. It is doubtful that these homes will also be affordable based on the area's track record for 'affordable' housing, the Barton Mosaic's development and Templars Square two examples of this. These new properties are likely to attract domestic and foreign buy-to-let investors, and a target of 50% being affordable is too low. Green space will be lost forever and this will impact on local biodiversity and habitat, as well as mental and physical health. The increase of built space will further stress an already stressed flood defence system. The GB was conceived as a permanent designation and I object to building on it in principle. The loss of this green space will also irretrievably change the character of the city and surrounding area - a city once characterised as green and historic will become a bland contemporary urban sprawl. These villages should not be allowed to coalesce. Particular concerns about Stratfield Brake as well as the area around Sandy Lane.. The plans are unposted and funds are unidentified and the residents deserve better. Urge Cherwell to give very serious consideration to these plans and do their utmost to challenge the City planners and developers to provide a more sustainable solution for the area that better balances the urgent need to provide affordable housing with the equally urgent need to protect the environment, public services, and character of the city and its immediate vicinity.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0315 | 03/10/2017 | Tony | Puffer | | |
| 1648 | Comments | | | | |
| <p>I understand the need to build more houses in the Oxford area and accept that many of them need to be based around Kidlington. Further to my mail in August, I now understand that a developer (Bloombridge) is pushing to further develop the land behind the Moors, Kidlington. Personally I'm not so bothered about the GB argument, however I do object the building more houses if transport infrastructure is left in its current state. The current roads cannot accept any further traffic without bringing the whole area to a standstill, plus the additional pollution impact will make living in Kidlington significantly worse for the allergy sufferers. Specifically, the Moors is already used as a cut-through and any further traffic would not be a good idea. So before any further housing in the Kidlington area can be acceptable, an integrated transport infrastructure needs to be proposed (quicker bus services, better cycle routes in to Oxford (use the canal) and bypass the traffic passing through).</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0315 | 29/08/2017 | Tony | Puffer | | |
| 926 | Comments | | | | |
| <p>The need to build additional housing is recognised. This is not NIMBY. The key issues are to do with infrastructure and the types of houses being built. Infrastructure - the current roads cannot accept any further traffic without bringing the whole area to a standstill, plus the additional pollution impact will make living in Kidlington significantly worse for the allergy sufferers. New roads linking Kidlington to the A34 and M40, that would take the traffic away from the Kidlington, Cutteslowe and Wolvercote roundabouts are required. Also need to make it far safer for cyclists to get into Oxford to reduce traffic. Need to consider new schools, sports facilities and healthcare provisions. Housing type. Developers like to build big houses to gain most revenue, but that is not what we need. Need affordable housing particularly for our health and educational workers. Let's move away from traditional houses and start building apartment blocks, as the majority of EU cities do. In fact the majority of private developments in Kidlington are already knocking down houses and building apartments.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0316 | 01/08/2017 | Sandra | Cockburn | | N |
| 930 | Comments | | | | |
| <p>Be brave, be proud of our Cherwell Valley, and do not allow Oxford to swallow up our beautiful countryside and villages. Finally, I appreciate the extension of the consultation deadline. Six weeks wouldn't have been long enough for folk to digest the proposals and respond, particularly over the summer vacation.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0318 | 19/08/2017 | Judy | Davies | | |
| 956 | Comments | | | | |
| <p>Object to the way this consultation process has been delivered. The timings and opportunities to be able to respond we're unfair. Many people are not aware of the proposals.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0320 | 22/08/2017 | Dr Maria Carmen | Giraldez | | N |
| 943 | Comments | | | | |
| <p>Objection to unreasonable consultation process. Complexity of consultation and timing over the school summer holidays. Not a fair opportunity for members of the public to read, understand the proposals and make their views known.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0322 | 15/09/2017 | Christine | Lea | |
| 954 | Comments | | | |
| <p>Objection in the strongest possible terms to the proposals for Cherwell to approve 4,400 homes to assist Oxford's 'unmet housing. 1. Need not proven - Oxford City Council requires more than 24,000 houses for projected population growth (40%). Oxford already has full employment, so why encourage more business/new ventures which necessitates a massive house building programme? New jobs/opportunities should be going to more deprived areas of Britain. If Oxford wants more jobs it should find space within its own boundaries. 2. Urban sprawl - Large areas of open countryside will be sacrificed. Incursions will be made into GB and 'exceptional circumstances' cannot be demonstrated to support this. The GB was designed to prevent exactly what is proposed. This will completely change villages and historic towns like Woodstock. The rural character of small towns/villages need to be protected. Local communities should not be forced to take Oxford's overspill. Woodstock will become like Iffley and Headington – a historic heart lost in a huge housing estate. 3. Lack of infrastructure - Infrastructure will not be able to cope. The A44 traffic between Woodstock and Oxford is very heavy at present, particularly in the rush hour and when Blenheim has special events (most weekends nowadays). 300 houses have already been approved south east of Woodstock and the Strategic Development sites proposed would add 410 more. Woodstock has an excellent bus service but most people choose to drive. At the consultation exhibition planners spoke of a 'rapid transit' system. The chances of getting funding are very slim, and the chances of anyone using it are slimmer still. The local roads be in gridlock, and pollution levels will be unacceptable. Woodstock surgery has been named the second worst for facilities in the county. It has 9,000 patients and very limited space. It will not cope with at least 1,500 more patients? More schools would be needed. Who is going to pay for these? It is impossible to park in Woodstock at any time of day, which seriously affects retailers, restaurants, pubs etc. West Oxon's parking survey of Woodstock showed that spaces were already 99 per cent full throughout the day. 4. Affordable housing is needed in the area. Developers have no interest in providing this as it reduces their profit margins. 50% affordable housing required for the 310 approved houses south west of the town currently cannot be met. Once developers have planning permission they claim it is not 'sustainable' to meet the quota. The 4,400 new homes will not meet the needs of many lower paid workers wishing to get on the housing ladder. Most would almost certainly be purchased by London commuters. So much for meeting Oxford's perceived housing shortfall. Cherwell should not allow Oxford to impose its housing need on its neighbours. Instead, Oxford should look to solve its problems within its own boundaries.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0323 | 20/08/2017 | Chris | Moore | |
| 959 | Comments | | | |
| <p>Objection to the complexity of the consultation and its timing over the school summer holidays. The council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Underfunded public services, already struggling, will deteriorate further. Waiting times to see your GP will be even longer and school class sizes will rise.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0324 | 02/09/2017 | Sue & Philip | Beuzeval | |
| 960 | Comments | | | |
| <p>Living in Yarnton major concern is the amount of traffic this will add to the already very busy A44. There are particular problems with major events at Blenheim (of which there seem to be an increasing number). Trying to exit from Yarnton at the Cassington Road or Rutten Lane roundabouts, where we have to give way to the right, it is almost impossible to get into the endless flow of traffic heading for Woodstock. Yarnton increased considerably in size not so long ago when numerous houses were built on fields just off the Cassington Road, which increased traffic. It will only get worse if there are 2,480+ additional cars (i.e. assuming just one per household). Also concerns about flooding if local fields become covered in concrete. Yarnton is low-lying and prone to flooding already. A few years ago our next-door neighbour (an elderly lady) had 2 or 3 inches of muddy water inside her back porch. Water was coming over the ditch alongside her house, flooding our gardens, and just stopped short of coming over our front step. Part of the problem is that ditches are not maintained and people have been allowed to incorporate them into their gardens, install pipes and build over them. Complaints to the Parish Council fall on deaf ears! More building around Yarnton will only make matters worse. Closure of the link road to Kidlington will cause Yarnton residents inconvenience. It would be better to upgrade it. We use that route several times per week. Having to go the long way round will just add to traffic and pollution on the A44. Please think again.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0325 | 08/09/2017 | Christina | Milner | |
| 961 | Comments | | | |
| <p>Against further development in the Oxford Green Belt as proposed as part of the Cherwell Local PlanThe claimed unmet housing need has to be properly quantified. I cannot agree to it in the way it is being presented. Total figure is overstated, unmet need not properly quantified. All housing needs could be met if housing was created on sites earmarked for business. The density of the proposed plan defies all claims of trying to meet any housing needs sustainably. Building in the Green Belt is the very essence of unsustainability; it destroys much needed recreational space important for the environment and the health of the citizens. Proper multi story (about three and up to five stories) townhouses should be built in appropriate places. The example of the Castle Mill development is a good example for good functional town housing, however, great care should be taken where to build such housing. Building outside the ring road also means that public transport options are reduced and transport issues increased. Again, inefficient and unsustainable. The Green Belt is an important structure that must not be destroyed. It sustains wildlife, creates oxygen and gives the citizens an important recreational space to stay happy and healthy in their town. It must not be destroyed or undermined.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0326 | 17/09/2017 | Sally | Thompson | |
| 962 | Comments | | | |
| <p>Main concerns are:A) the obliteration of the Green Belt.B) the sheer density of the proposed number of houses.C) the inevitable traffic congestion and resulting air pollution.A and C : The obliteration of the Green Belt and resulting congestion and pollution. As recently as July 2016 the Secretary of State Sajid Javid was quoted as saying ' the Green Belt is absolutely sacrosanct'. I am aware the caveat to that is ' unless under exceptional circumstances', but as is pointed out by the CPRE , there is high availability of brownfield land in the centre of Oxford ' which has the potential to meet the current housing needs of the city'. This last point has enormous bearing on the whole issue of reducing commuting and thus cutting down on the major source of pollution, which the inevitable road widening and greater load of traffic will be the result of the current plans.B) High Density of Housing.It is well understood by those of us living in this area that this whole project is being driven by the University of Oxford's need to construct a Science Park which can compete on the global stage, and, more specifically, with Cambridge University. Feel that those aims are intentionally being played down against the more eye-catching (and government-driven) 'Oxford's Unmet Housing Need' . Point is that were the city's housing needs met to a much greater level within its own boundaries, the need for such a huge and disruptive development here in the Green Belt would and could be far less, without compromising the University's plans for a viable Science Park. Surely it is important fully to exploit the housing potential of Oxford city before irrevocably ripping up the precious Green Belt and creating further anonymous urban sprawl, traffic congestion and pollution. There must be a better way forward.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0328 | 28/08/2017 | Phil & Anne | Hayes | |
| 964 | Comments | | | |
| <p>Object very strongly for the below reasons: 1) Traffic grid lock on A44; this is already bad morning and evening and so will be even worse also causing greater air pollution. 2) There will be high density estates with 50% social housing - who will control this Oxford? 3) Possibility of more crime and disorder 4) The Green Belt will be abolished - why are they not built in Oxford 5) There are flooding and sewerage risks - these are already in place in Yarnton so additional homes will cause even more problems 6) Vague infrastructure plans 7) Unproven housing numbers 8) Will this cause closure of the link road to Kidlington 9) An urban sprawl will be created from Oxford northwards to Woodstock - additional housing was denied in Woodstock recently so why has it moved towards Yarnton and Begbroke 10) Damage to local wildlife 11) A need for better bus services and a bus lane on A44 12) Greater issues with the supply of G.P.'s - there is already a shortage in supply of these so cause even more problems in obtaining appointments - do not say further surgeries will be opened because we do not have doctors to fill the ones currently. These are only a few of the many issues this will cause. Fed up with the traffic issues we have currently especially with all the events at Blenheim when traffic restrictions are put in place with police support - does The Duke pay for any of this out of his vast profits from the event? Lived in the village since 1978. We both work locally so do not want to be forced to move even though these additional homes creating an urban sprawl will mean house prices decreasing. We say NO to these plans especially on such a huge scale - Oxford's housing should remain in Oxford. Those who have wanted to live in a village should not have that taken away from them. We object very strongly and need to be heard.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0329 | 30/08/2017 | Emma | Wiggins | |
| 965 | Comments | | | |
| <p>Strongly object to proposals for the development of urban sprawl to the west of Yarnton and to the area connecting Yarnton, Begbroke and Kidlington. The proposed development is completely out of proportion and instead of 3 separate, modestly sized centres, we would end up with a mass of mundane housing which would put even more strain on existing infrastructure and services. Understand there is a real need for more housing but building on precious green belt land should be a last resort and instead should be focusing on brownfield sites within or adjacent to existing centres. Large scale housing developments are not the answer, particularly when most of them contain 5-6 bed houses which struggling first time buyers cannot afford. The closure of Sandy Lane is also a bad idea. This road is used frequently getting from Yarnton to Kidlington and although it is seen as a small cut through, am always passed by at least 10 cars coming the other way. This is a deceivingly busy road and by closing it you would be putting even more strain on the existing infrastructure (already buckling under the pressure of increasing numbers of Blenheim tourists and commuters). Connections between Kidlington and Yarnton are poor as it is - to get a bus you have to go into town to go back out again (over an hour bus trip for a 10 minute car journey!). To summarise, the number of proposed houses is disproportionate, the ratio of affordable/social housing is far too high, services are already struggling and the character of 3 distinct areas will be lost within an urban sprawl. More onerous should be placed on Oxford City Council to rethink how we look to develop the centre by re-addressing brown field sites and being more open minded in regard to denser housing. Currently younger generations and people who work in Oxford are being priced out by London-based property developers. This means people are being pushed further out, forced to drive or rely on public services, which in turn places more strain on infrastructure whilst also being unsustainable. Rather than encouraging people to work on the outer peripheries, more incentive needs to be placed on finding affordable alternatives within the ring road. There is a reason Green Belt land is protected and it is not to be compromised for the sake of finding 'quick answers' because when it is lost there is no going back.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0330 | 12/09/2017 | Michael | Westall | |
| 966 | Comments | | | |
| <p>Oppose to the plan to build high-density housing on Green Belt land to the east & west of the A44 between Yarnton and Begbroke on the following grounds:1. The Green Belt is a valuable breathing space to prevent urban sprawl and in many cases is agricultural land. The Government is committed to protecting this green belt and development should only be permitted when no brownfield sites are available.2. Green belt should not be developed to meet any part of Oxford City's perceived unmet housing need when the city has brownfield sites within its boundaries. Sites around the Cowley area, and the Northern Gateway area are ready for development and the existing P&R site at Redbridge could be used for housing with the parking transferred to a site less suited to housing. These brown sites would have the advantage of being closer to residents' places of employment, so not further impacting on road congestion. 3. The impact of all these additional houses on the already congested A44 has not been adequately addressed. The suggestion of bus lanes is impracticable because no consideration has been given to the various pinch-points, chiefly south of Yarnton where the railway and the canal bridges restrict the width of the carriageway. 4. The ensuing traffic congestion will inevitably lead to longer journey times, increased pollution and further wear and tear on already deteriorating road surfaces, along with more missed hospital appointments, increased delivery costs as well as more potential for traffic accidents. 5. The suggestion to close Sandy Lane to through traffic will cause considerable inconvenience to residents who use this road to access the facilities in and around the High Street area of Kidlington: the Medical Practice, the Library, the Cherwell District Council Office as well as the shops and street market that many people value. The increase in journey times caused by using a longer route will add to the pollution and congestion. 6. Some of the residents of these houses will be travelling west towards the A40, through Yarnton village and Cassington village. This road is a narrow country road, also restricted in width by a railway bridge and already very busy with traffic doing a rat-run to avoid the Wolvercote roundabout or to access the A34. Additional traffic on this route will add to the dangers already experienced by the children at the local schools in Yarnton and Cassington and the users of Yarnton Park.7. Nowhere seen mentioned that several acres of land to the South side of Sandy Lane just before the sharp right-hand bend was, some years ago, a landfill site and although used now as agricultural land could be subject to subsidence and release of gases if the subsoil is disturbed by building. 8. Final point concerns the potential for flooding which could severely affect any houses built to the west of Yarnton on the lower slopes of Spring Hill. Heavy rain causes flash flooding and the water runs through the gardens of the houses on Rutten Lane and makes the road at the junction with Aysgarth Road impassable.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0332 | 26/08/2017 | Mrs Mercedes | Wilks & Family | |
| 968 | Comments | | | |
| <p>Very much against building of 4400 homes, the CDC is being asked to build within the District by 2031. Not an acceptable proposal for the residents of Yarnton and Begbroke. A lot of people are all very much opposed to this development. Not only the actual impact that would have in the lives of the residents but the actual impact that this will have in services such as Doctors, traffic, flooding and sewerage risks. The traffic has become a nightmare in the last past years. The tranquillity that one had has very much gone and your suggestion that this enormous amount of houses would not have a devastating impact not only to people but to the wildlife. My family and I are very much against your proposal and we would do the our utmost to stop it going ahead.You need to start listening to the concerns of people more seriously. Thought this sites were all green belt, so why are you proposing to build this properties in the green belt, I though that was to preserve no matter what.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0333 | 24/08/2017 | Fiona | Thomas | |
| 969 | Comments | | | |
| <p>Objections to the proposals to build new housing on the green belt land and surrounding Oxford to fill Oxford's anticipated housing need. Do not understand why Oxford was proposing to build new business parks, which would attract new workers who would need new housing. It seemed then and now to be a complete madness. Looked at CPRE web site and objections: Agree that proposals are "unjustifiable urban sprawl". Wondered why land is being prioritised in Oxford for jobs and not housing. S They suggest making better use of brown field sites and increasing housing density. Agree. This seems to me to be all about economic growth at the expense of quality of life. It is about money and not the environment. Reference is made to quotations of Herman Daly. Environment, health, biodiversity and no increase in commuting should be way, above considerations of economic growth The fundamental purpose of green belt is to prevent urban sprawl by keeping land permanently open.This means nothing given councils can constantly move green belt boundaries in their local plans. It is an absolute nonsense. Do we have a green belt or don't we? Do we have a green belt until the words "economic growth" are mentioned like some Hogwartian hex and suddenly councillor's eyes glaze over and they skip off into the sunset with some developer or other. Should absolutely not be looking at ANY plan which involves more commuting. The council and its' economic plan will find themselves on the wrong side of history. Sustainability has to be your guiding principal. Quality of life not eternal economic growth. Do not allow yourselves to become slaves to policy papers and ££££ signs.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0334 | 20/09/2017 | Timothy | Bravington | |
| 970 | Comments | | | |
| Unhappy about the possibility of building on green belt land. Need the lung for air quality. What happened to the idea of building pre-fabricated homes above the car park at Oxford Parkway station? | | | | |
| Changes Sought | | | Reasons for Participation | |
| PR-C-0336 | 25/08/2017 | Kevin | Bezant | |
| 972 | Comments | | | |
| In the Summary booklet there are a number of references to the term "affordable", however, the terms are not defined in the booklet. Would be grateful if you could provide CDC's definitions of "affordable" with regards the following terms: 1. "affordable housing "2. "affordable and low cost housing "3. "affordable and sustainable transportation" | | | | |
| Changes Sought | | | Reasons for Participation | |
| PR-C-0337 | 18/08/2017 | Harry | Carrier | |
| 973 | Comments | | | |
| Opposed to the CDC proposals to build 4,400 houses to meet the unmet housing needs of Oxford City with the preferred sites between Yarnton, Begbroke and Kidlington. Contravening the Principles of the Greenbelt: The purpose of the green belt is clear in checking the unrestricted sprawl of large built up areas – the proposed plans are a direct contribution to the urban sprawl of Oxford city and will have a permanent and detrimental affect the nature of distinctiveness of the surrounding villages. The unique character and communities of our villages will be lost in the proposed sprawl. The proposal does not safeguard the countryside from encroachment and is therefore in direct contravention to the government’s greenbelt policy. A Place in History: Yarnton’s history as an independent and distinct village goes back 5000 years according to Oxford University’s research – this distinctive nature of the village should be preserved in perpetuity in light of its historical importance. Pollution: Oxfords pollution levels are amongst the highest the country. The proposals will prevent the council from focusing on addressing the immediate issue of pollution, which should be their primary focus. Building extra housing so close to the city will just exacerbate a problem that already needs urgent attention. Road Congestion & Closure of Sandy Lane: The heavy road congestion on the A44 is well understood and documented. The current transport strategy is not adequate to address the issue of congestion (particularly on the A44) and therefore the proposals will only make the problem worse. Sandy Lane is a main avenue relieving some congestion on the A44 and its closure would have a highly detrimental impact on the already congested A44. .Pressure on Public Services: Yarnton’s housing population has recently increased by over 100 housing units – this has resulted in further congestion on the roads and roundabout on the A44, with increased pressure on local schools and other public services (e.g. it can take up to 4 weeks to get a GP appointment in Yarnton and Kidlington). Additional housing in the area will exacerbate these types of problems. The council has not been able to solve the issues even for the recent relatively modest increase size in the population of this area. In addition the maintenance of the internal roads has deteriorated resulting in many potholes, the two Yarnton A44 roundabouts are a mess and grass has been allowed to grow between the curb stones on the A44. This deterioration all leads to a looming expensive maintenance repair problem. Solution. Build on brown field sites around the County to ensure that the Green belt is maintained. Properly maintain existing facilities. | | | | |
| Changes Sought | | | Reasons for Participation | |
| PR-C-0338 | 02/08/2017 | Miss Sadie | Paige | |
| 974 | Comments | | | |
| 1. Welcomes the move from discussion about the validity of Strategic Housing Market Assessment (SHMA) data to more concrete proposals to tackle Oxford’s housing shortage; also the agreement by Cherwell Council to its apportionment of 4400.2. Accepts that the Green Belt will have to be compromised to meet our housing needs, but am concerned that the Partial Review only covers 50% of the anticipated housing need of 28,000 by 2031. Will we be ravaging the Green Belt again when the next plan is developed?3. Re. the Vision (on page 6), would like to see specific mention of the use of technology to support working from home (this is part of the County’s Transport Plan). Would also like to see a qualifier along the lines of “... whilst not degrading the quality of life for people in existing communities and neighbourhoods.”4. Proposed Development Sites (page 14). Understand that Options A and B fall within Cherwell District, but the proximity to Oxford of PR6a and PR6b mean that it will feel like an extension to the Wolvercote Ward. The 2011 census reported 5847 people in 2593 households in that ward, suggesting an increase of approximately 45% in the number of households/homes... hence my concern for the quality of life for existing residents.5. Proposed Policies... (page 14). Since the purpose of the review is to meet OXFORD’S unmet housing need, I think Policy PR2 should specifically state this... and then you will need figure how/if this can be implemented. 6. Particularly concerned about increased traffic congestion and air quality further reduced, and to that end would like to see joined up thinking with regard to the provision of cycle-only paths. Major concern and that is with regard to the current lack of maintenance of the roads and the state of the roundabouts on the A44. In addition there are a considerable number of motorists who use Cassington Road and they complain of the major repair bills they suffer as requests for the humps to be removed or reduced and the pot holes repaired, seems to fall on deaf ears in CDC. It is not a case of reducing speed but the CDC’s design which is at fault. Personally have just paid second bill for maintenance costs, both being in the region of two thousand pounds. Would appreciate it if you would pass these thoughts to the appropriate authorities in CDC. Main point concerning the Planning Initiative is that if the CDC do not have the means to maintain what they have now, how will they cope with an additional 2,500 houses in Yarnton? | | | | |
| Changes Sought | | | Reasons for Participation | |
| PR-C-0339 | 03/08/2017 | Peter | Burrows | |
| 975 | Comments | | | |
| Finds the whole idea of building dwellings to support Oxford City in the outer regions of North Oxfordshire totally unacceptable because this creates further transport problems when some of the current problems have not and are not being satisfactorily addressed. Land should be found in the City to provide for the housing needs of the City. All that is being proposed will only increase traffic and therefore pollution. | | | | |
| Changes Sought | | | Reasons for Participation | |
| Cancel the whole idea. | | | | |
| PR-C-0342 | 14/09/2017 | Alan | Plumb | Milton Parish Meeting |
| 978 | Comments | | | |
| Whilst Oxford’s recent Plan consultation advises that there is space to accommodate Oxford’s housing needs within it’s boundaries, utilising some limited GB land release, if the need has to be served by Councils with land adjoining the City through GB release there, then it is clear that for Cherwell District Council, the Kidlington option has to be the most sustainable. There can be no logic to expanding villages further from Oxford to meet Oxford’s unmet housing requirements - were this feasible then District Councils further away such as in Gloucestershire, Northamptonshire or Buckinghamshire which are just as accessible to Oxford would have to be included in the prospective list of options. Logic demands that Oxford’s needs should be met very close to Oxford for traffic, infrastructure, journey to work, cultural, availability of local facilities and locational “belonging” reasons. | | | | |
| Changes Sought | | | Reasons for Participation | |

Proposed Submission Plan - General Comments

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| PR-C-0342 | 14/09/2017 | Alan | Plumb | Milton Parish Meeting | | | | |
| 979 | Comments | | | | | | | |
| <p>Many local villages are losing their character as large housing estates have recently been and are being built on greenfield sites adjoining them – Adderbury, Bodicote and Bloxham have suffered particularly in this regard. In regard to this, it has been brought to the attention of the Parish Meeting that Taylor Wimpey is suggesting building 250 houses on Milton Road, Bloxham, in order to attempt to address the issue of Oxford's Unmet housing need. Bloxham to Oxford is 25 miles centre to centre; Chipping Norton, Burford, Lechlade, Faringdon, Watlington and even Aylesbury and Buckingham are closer and with greater linkage to Oxford- clearly this proposal is opportunistic nonsense led by this developer's existing land interests rather than being based on any thought-through realistic solution to Oxford's problems. Milton Parish Meeting strongly objects to this Taylor Wimpey proposal.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0342 | 14/09/2017 | Alan | Plumb | Milton Parish Meeting | | | | |
| 980 | Comments | | | | | | | |
| <p>Whilst Milton Parish Meeting believe that Oxford should find a solution within its boundaries, if this is not possible then it agrees with CDC's proposals that Oxford's unmet need should be met within as close proximity to Oxford as possible and that some limited Green Belt relaxation by all adjoining District Councils should be considered to permit this. With these reservations, Milton Parish Meeting therefore supports the proposals for housing development close to Oxford City in the parishes of Kidlington, Begbroke, Thrupp and Woodstock. It agrees with CDC that this is the least damaging of potential options outside the City boundaries and is assisted by the presence of Oxford airport, the new Oxford Parkway station and improved rail links to Bicester together with established bus routes, providing close public transport connections to Oxford for residents who will work in Oxford and the industries situated nearby.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0343 | 11/09/2017 | Christine | Inker | | | | | |
| 981 | Comments | | | | | | | |
| <p>• Excellent idea about the new railway station at Begbroke, which would be on the Oxford to Birmingham line as better rail links would help ease congestion on the roads. However was told that this station will only be built if there is an identified need for it in the future. Feels strongly that the infrastructure to improve travel links, both locally and to other parts of the country, together with providing extra parking facilities, needs to be addressed before extra housing is created. • Concerns that any houses built at North Oxfordshire Golf Club will command a premium price because of the close proximity to Oxford Parkway and the desirability of living in North Oxford, as it has good road links in all directions. Are not going to benefit local people or those who are trying to get on the property ladder. Was told that the creation of a new golf course next to Stratfield Brake will go ahead if it is felt it is needed at a later date. Have a concern that the proposed new golf course will never happen and that instead this land will be used for more housing. • Affordable housing: Aware that Oxford has an increasing number of homeless people on the streets. Was wondering how the planned development in Oxfordshire will help those people and how the planning of new homes links in with the social care system. Difficult to understand where all the people will come from to move into all the houses being planned. • Can't see that there will be a significant increase in employment in the area, where will all the people purchasing the houses work? The only extra jobs being created are at the Begbroke Science Park and the Technology Park being built at Langford Lane. These are specialised areas of employment, which means that people working here may not live in the local area, thereby creating a need for people to travel into work, causing more congestion. Other main concerns are: • The traffic around Oxford is already horrendous, particularly during rush hour. The A44, A40, A34 and other major routes are already gridlocked at certain times of the day and this will only get worse with an increased number of houses and more cars. Unfortunately public transport is often not practical because direct routes are not possible and cycling is hazardous. • It is becoming increasingly difficult to exit side road due to the steady stream of traffic in both directions. • There will be increased pressure on local health centres and the hospitals in Headington. Waiting times to see a doctor can already be over a week, so how are the health centres going to cope with the increased number of patients on their registers? Also thinks that the development will have a huge impact on the primary and secondary schools in the area. • The planned developments will have an impact on the environment and the people already living in the area's quality of life. At the moment the suburbs of Oxford are fairly green and have pockets of space for walking, cycling away from the traffic and enjoying other leisure activities. The amount of development planned will eat into these green spaces and make the area a less pleasant place to live. • Have resources, such as water, been considered in these plans? Apparently this is often overlooked when new housing developments are being planned and there could come a time when there is no water in the taps. Careful thought needs to be given to how Britain is being developed. It may be better to build new towns.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0344 | 22/08/2017 | Prof John | Batchelor | | | | | N |
| 5295 | Comments | | | | | | | |
| <p>With regard to the timing of the consultation process, it is symptomatic of the underlying cynicism implicit within the management of the Cherwell Local Plan that the timetable was originally timed to coincide with the school holidays. Am encouraged by the fact that Cherwell has been forced to back down over this and extend the deadline. In summary and underpinning my arguments above, is that the proposed use of Green Belt land is wholly unacceptable. Green Belt legislation in the south of England has been invaluable in protecting historic cities and villages and ensuring that there is NOT one huge urban sprawl with Oxford as its centre. The Green Belt area surrounding Kidlington is beautiful recreational land dotted with historic villages and ancient buildings, in particular St Mary's Church in Kidlington. The spire of St Mary's has been a landmark for hundreds of years and is visible standing within an uninterrupted green landscape from footpaths cycle tracks and fields to the north of Kidlington, through Hampton Poyle, Hampton Gay, Bletchington and beyond towards Kirtlington, and these areas harbour and conserve a wide variety of beautiful wildlife. The Green belt legislation is an essential safeguard in an overpopulated country. The policy states that it should be violated only in 'exceptional circumstances.' The present circumstances are not 'exceptional'. Kidlington is not part of Oxford, and there is no case for forcing Kidlington to help solve Oxford's problem. The Plan as a whole is not sustainable. I would like to add today, 22nd August, that I would echo George Osborne's fresh intervention this week in which he seeks to revive the pressure for improved transport and business stimulus in the north of England. If this wholly sane policy were to be adopted the present intolerable pressure on the south of England would be eased.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0344 | 02/10/2017 | Professor John | Batchelor | | | | | N |
| 499 | Comments | | | | | | | |
| <p>Objections follow on from two developments: firstly, the very welcome news that Oxfordshire's unmet housing needs have been over-estimated, and that the figure for new housing need in the county is nearer 68000 than the 100000 previously estimated, and secondly the Campaign for the Preservation of Rural England renews is clear and principled argument which can be summed up in the following quotation from its press release 'Government Policy requires development in the Green Belt to be the very last resort, only to be considered if there is no alternative. Cherwell has stood that Policy on its head by making building in the Green Belt its very first choice, rejecting what it accepts were reasonable alternative.' Further, the CPRE points out that the Green Belt's proximity to Oxford is directly in line with a key feature of Green Belt legislation: the protection of historic cities. Cherwell District Council, as the CPRE says, 'by declaring that proximity to Oxford is itself an exceptional reason to build on the Green Belt which surrounds the City, fundamentally undermines its very purpose.' None of the arguments offered in the plan for building on the Green Belt are valid. The submission plan is unsound, not positively prepared, not justified, and not effective. I would add that there is no adequate planning or provision for the improvement of roads, the provisions of schools and medical services. The impact of Cherwell District Council's policy would be to worsen the air pollution in these communities and cause relentless and steadily increasing traffic congestion. Finally, Layla Moran, MP for West Oxford and Abingdon, memorably advised at the public meeting attended by over 400 people in Exeter Hall, Kidlington, that the plan should be put on hold, and all progress towards a decision on the plan should be stopped, until the revised calculation of housing need in the county has been carried out. This is obviously right. It is astonishing that any member of Cherwell District Council and Oxford City Council should think otherwise.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0346 | 19/09/2017 | Eric | Baldwin | | | | | |
| 462 | Comments | | | | | | | |
| <p>Was pleased that this crazy plan has gone for further consultation. The idea that the Begbroke and Yarnton area can just absorb thousands of houses onto our GREEN BELT without having a major affect on our lives is nonsense. The A44 is already operating to its maximum with at times severe congestion, adding a few thousand extra cars is not going to help an already difficult problem. Why build on the GREEN BELT when there is ample Brown Field space in the area, Upper Heyford has enough space to swallow this assumed need. What happened to Bunkers Hill ECO village? all we seem to have is masses of lorries spewing dirt and rubbish onto the highway! On a final note as a taxpayer who has paid Cherwell tens of thousands of pounds in Council Tax over the last 40 odd years I had thought you guys were looking after my needs not the supposed needs of Oxford City and some greedy Oxford College looking to cash-in on the GREEN BELT. A very concerned council tax payer.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0347 | 06/09/2017 | Jill | O'Brien | | | | | |
| 463 | Comments | | | | | | | |
| <p>Disappointment that this is even being considered. Surely Oxford City Council have enough land around the Kassam stadium to build and instead of using University land around Yarnton, is there no University land that could be built on in the City? The traffic situation is already dire around the A44. Sometimes have to wait nearly 6 or 7 mins to pull out of Rutten Lane and onto the A44. Building more houses will simply make us prisoners in our own village. It is already nearly impossible to get a Dr's appointment. I know the plans state there will be a new surgery, but as there don't appear to be enough doctors to go around, I doubt this will solve anything. At the public meeting a few years ago regarding the Cresswell/Hayday close development, we were assured by Michael Gibbard that no further large scale development would take place in Yarnton/Begbroke. Yet again, councils break their words to the very people who vote them into position. The most stupid idea is the suggestion to close Sandy Lane. This is a perfect short cut for local people to get to Kidlington and beyond, especially if the A44 is blocked with things taking place at Blenheim Palace. Understand that there is a possibility of closing one of the lanes on the A44 and making it into a bus lane. Do the people who come up with these hair brained ideas actually visit the places at peak times, or go in the middle of the night? I think we in Yarnton/Begbroke already feel that decisions have been made and that we are simply going through the motions by lodging our feelings as traffic lights are already in place at the Science park and now that Yarnton Nurseries has apparently been sold, we all feel we are being sold down the river with this. Please, please, please, Cherwell Council, put your foot down about this and refuse to go along with it.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0350 | 23/09/2017 | Dr M J | Wallace | | | | | N |
| 469 | Comments | | | | | | | |
| <p>Urban Sprawl. Kidlington will become part of a vast urban sprawl encompassing north Oxford, Cutteslowe, Wolvercote, Begbroke, and Yarnton. Unaffordable Houses. Very few of the new houses would be 'affordable' in reality. Developers across the country consistently default on their affordable housing quota. Predicted prices for so called starter homes at Barton Park are already beyond the reach of first-time buyers. Most of the new houses are likely to serve the London-commuter and buy-to-let markets, and Kidlington's young people and the county's key workers still won't get the truly affordable housing they need. Public services to get worse. Underfunded public services, already struggling, will deteriorate further: waiting times to see your GP will be even longer and school class sizes will rise. Traffic Gridlock. Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. Sites rejected by Cherwell this stage are still vulnerable. Sites all around Kidlington were initially identified for possible development. Cherwell has now rejected some of these sites, but the developers will be making strong representations to have them reinstated. They are still at risk. You could say that you support Cherwell's rejection of these sites. Mention any these sites of particular concern to you and say why you think Cherwell was right to reject them.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0350 | 23/09/2017 | Dr M J | Wallace | | | | | N |
| 5068 | Comments | | | | | | | |
| <p>Urban Sprawl - Kidlington will become part of a vast urban sprawl encompassing north Oxford, Cutteslowe, Wolvercote, Begbroke, and Yarnton. Unaffordable Houses - Very few of the new houses would be 'affordable' in reality. Developers across the country consistently default on their affordable housing quota. Predicted prices for so called starter homes at Barton Park are already beyond the reach of first-time buyers. Most of the new houses are likely to serve the London-commuter and buy-to-let markets, and Kidlington's young people and the county's key workers still won't get the truly affordable housing they need. Public services to get worse - Underfunded public services, already struggling, will deteriorate further: waiting times to see your GP will be even longer and school class sizes will rise. Traffic Gridlock - Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. Sites rejected by Cherwell this stage are still vulnerable - Sites all around Kidlington were initially identified for possible development. Cherwell has now rejected some of these sites, but the developers will be making strong representations to have them reinstated. They are still at risk.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0351 | 06/09/2017 | Stephen | Franks | |
| 470 | Comments | | | |
| <p>It is incredibly difficult to work out what the current plans are as the websites for both Cherwell and Oxfordshire are incredibly opaque. However we understand that there are up to 90 houses planned for the field behind our house behind Banbury Road to be accessed via Green Lane - by what is currently a single gate to the field. Obviously are concerned from a visual point of view that this is being considered - destroying the green spaces within Woodstock. What also concerns us is that this seems completely inappropriate in terms of what restricted access there is. Green Lane - as its name would suggest is a single track lane - in part. Where it is wider there are cars parked - essentially making it all a single lane. The road is used to access Owen Mumford - a major employer. Over 100 cars use this road to get to Owen Mumford - along with trucks and large lorries - in the morning and evening as well as throughout the day. At the top of Green Lane - In Shipton Road there are two schools. Parents use Green Lane to bypass Woodstock to get to these schools. This is on top of all other residents getting about. From all the above - to add to the pressure on this very congested area to add what could be 180 cars using Green Lane at peak times would create a complete log jam - as only one car can travel down Green Lane at a time. The suggested access through the small gate to the proposed development would also only allow a single car at a time. Access beyond Green Lane is also very restricted with Union Street and Brook Hill being both single lanes, and Hensington Road being a very difficult narrow entrance from Oxford Road - already causing difficulties. Assumed naturally that the new houses would continue along Banbury Road from the new houses. This would make more sense, It makes no sense however to squeeze in any number of houses with such tight access in and out from Green Lane. A better place by far is 'Woodstock East' for any new houses - with easy access to the dual carriageway with the option of avoiding Woodstock town. Your proposal for the development with access through Green Lane will create havoc.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0352 | 19/08/2017 | Tony | East | |
| 984 | Comments | | | |
| <p>The respective locations of Kidlington, Begbroke & Yarnton will be lost forever. With Oxford Parkway they will become commuter homes serving London which cannot be in Cherwell DCs objective. Other objections include loss of Green Belt, open countryside, views and walks, impact on nature, implications for flooding and drainage, the impact on local road traffic. The proposed recent changes to Heyford vehicle park were rejected due to traffic infrastructure. What is proposed here is far worse and in no way addresses traffic. All this proposal will do is invite London commuters with the new station so be useless for the respective council aims.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0352 | 19/08/2017 | Tony | East | |
| 983 | Comments | | | |
| <p>The Consultation has been very poorly publicised. Cherwell should have done more – via Cherwell Link article and all other means available, to raise public awareness of the possible loss of Green Belt via this revision of the local plan. It was very difficult to find the consultation details on your website. The consultation papers are long and difficult. I understand that the Council does have discretion on the timing of a public consultation. Choosing to hold the consultation and public exhibition in Kidlington over the Christmas period is not reasonable.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0352 | 19/08/2017 | Tony | East | |
| 982 | Comments | | | |
| <p>Object strongly to development in the Oxford Green Belt. The Green Belt around Kidlington, Yarnton & Begbroke is mainly pleasant and unspoilt countryside with many well-used footpaths and ‘green spaces’. It is much appreciated and enjoyed by large numbers of local residents. It also helps to protect the historic city of Oxford from the effects of over-development. I understand that Green Belt is a permanent designation and that Government guidance states that unmet housing need is not a reason for building in the Green Belt. The Government’s Manifesto promise and Cherwell’s existing policy to protect the Green Belt must be upheld. . The proposal to develop in the Green Belt is based on incorrect assumptions about the growth in jobs in Oxford. Thinks that there are alternatives to housing development in the Green Belt including making better use of previously developed land in Oxford and using some proposed employment sites in the city for housing instead. It is not reasonable to develop within the Green Belt.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0352 | 19/08/2017 | Tony | East | |
| 471 | Comments | | | |
| <p>No! An extra 4,400 houses north of the city is not sustainable and will mean that: traffic problems will get much worse; schools and health services will be even more stretched; open countryside in the green belt will be sacrificed; countryside walks and views will be lost; natural habitats will be destroyed; our quality of life will suffer, air, noise and light pollution will increase. The 4,400 is based on dubious calculations which have been heavily criticised since they were made public. They rely on assumptions of very high growth in jobs around Oxford requiring many people to move into the county. The locations are identified are located close to Oxford Parkway - 55 minutes from Marylebone- making it a commuter target and will keep property prices high. The government is keen to provide new housing as affordable. It is therefore nonsensical to choose such a high priced location.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0353 | 30/08/2017 | Sara | Lewis | |
| 985 | Comments | | | |
| <p>Remember what the green belt was intended for - exactly to control growth and urban sprawl. Land has already been released in the past for development. If the framework specifically states the green belt is protected to keep a check on unrestricted sprawl of large built up areas; Prevent neighbouring towns from merging into one another and assist in safeguarding the countryside from encroachment - then surely there is no argument otherwise might as well give up now and lapse into anarchy. Must bear in mind who is driving this and for whose personal benefit and not those who will actually have to suffer more land/road works in an already thriving housing and employment market in Oxford. More emphasis should be placed on development of disused office space and industrial units that are standing empty rather than new builds that we all know will not be affordable to young people from the area. If any of these councillors actually had to experience a commute in or around the city they would definitely have not supported these consultations. All know it starts very early in the morning and the thought of more cars, motor bikes, buses, lorries, taxis, bikes etc. is unfathomable and cannot understand how they believe another train station would resolve this - where will the cars be parked that the commuters will drive to the station in? The A44 Woodstock Road, Yarnton is becoming increasingly dangerous around the two garages - Texaco and the Budgens store. The service road is particularly busy and is an accident waiting to happen. What would happen to the Daltons Road - a bridleway/footpath between Yarnton and Begbroke and the historic Frogwelldown Lane footpath between the villages. Would these just enter into dispute and end up on the 10 year waiting list with the councils countryside services?</p> | | | | |
| | Changes Sought | | | Reasons for Participation |

Proposed Submission Plan - General Comments

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| PR-C-0356 | 15/08/2017 | Naomi | Heydon | |
| 991 | Comments | | | |
| <p>Understands the need for more housing particularly genuinely affordable and part buy part rent houses for the young people who have grown up in the area. However thinks the proposal is too dense and will cause a huge amount of increased traffic. If these houses are to go ahead the area needs sufficient infrastructure to support both the new and existing residents. Yarnton Scout group is thriving but needs to move to a bigger building we are basically full now and would not be able to accommodate any new families. The scout group owns the building and the land it stands on so is in a position to negotiate with the council and developers. The new plans show provision for 3 new schools so clearly there will be many young people wanting scouting and guiding.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0358 | 06/08/2017 | James | Fishwick | |
| 993 | Comments | | | |
| <p>Supports the building of new housing in the so-called green belt. The Oxford area desperately needs more housing, this is a much-needed and sound proposal that in my view doesn't go far enough. It is very much justified, and the areas identified seem well-chosen. Sure this will be an effective scheme.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0359 | 07/08/2017 | Alison | Leech | |
| 994 | Comments | | | |
| <p>Opposed to the proposed plans by Oxfordshire County Council to build 4400 houses on our green belt. 1. The already- saturated roads in our area can in no way cope with any extra traffic. 2. Local services are already stretched beyond capacity i.e. Schools, hospitals, water supply, utilities.....how can they cope with having to serve 4400 more households? 3. Oxfordshire County Council are proposing to build on Cherwell County Council greenbelt land. This is NOT theirs for the taking.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0361 | 09/08/2017 | Malcolm | Honey | |
| 996 | Comments | | | |
| <p>Objects to the inclusion of North Oxford Golf Club for housing development within Cherwell DCs proposal plan to address Oxfords housing need. North Oxford Golf Club is a very mature park land golf course with many varied and mature species of trees that provides an ideal green belt break between North Oxford and Kidlington, the land scape also supports a varied amount of wild life, Animals & Birds. The local area has many congested roads with the A34,A44,A40 and Banbury road with traffic queuing at times all around the golf course, the open space with over 1000 trees provides a chance for clean air to be replaced. The golf course provides a sport facility for all ages from young children to senior's at a time when the government are trying to encourage all ages to take on more exercise it does not make any sense to destroy a 110 year old golf course to build houses which will cause more traffic congestion and less open spaces for people to take part in sport. The proposal of a 18 hole Golf course within the plan for a replacement site at Frieze Farm does not make sense as it is only 600yds from present site, it does not look to be big enough. In addition the Government's National Planning Policy Framework states specifically that sports facilities should not be built on unless equivalent or greater provision is made elsewhere. Is this being adhered to?</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0362 | 06/09/2017 | Mark | Simms | |
| 997 | Comments | | | |
| <p>Being a resident from Yarnton and having been for 10 years with my wife and 2 children, my wife and I are really not happy with the proposal of over 2000 houses being built on land between Yarnton, Begbroke and Kidlington for many reasons especially when its Oxford City Council's problem and their promise to fulfil the house building numbers. The roads (especially the A44) just won't cope and to be honest there are so many areas in Oxford that they could build on. We want our village to remain a village and NOT turn into a town! Sure half of these or high percentage would have to be social/council housing too which doesn't float our boat either. There's also the environment and pollution to consider as Yarnton being fairly rural has some lovely wildlife that lives and visits the area. Believe they are building on green belt land too which isn't acceptable.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0363 | 29/08/2017 | Angela | Rumble | |
| 998 | Comments | | | |
| <p>The shortage of housing highlighted by the government is understood, but it is not understood why Oxford's need should be forced upon village residents when there are large areas of unused and brown sites within Oxford that can be developed before encroaching on peaceful communities in the vicinity. The proposed development of around 4,400 houses in or near to Yarnton village is horrific and absolutely excessive. Yarnton offers peace and tranquillity separated from the urban sprawl, this would be lost forever.. The main aspects of protected Green Belt land are being ignored and abused in this proposed development. It will in fact merge neighbouring villages into the town of Kidlington. It is said that the Green Belt is part of our National Heritage, a most favourable idea, which is being ignored and destroyed around Begbroke and Yarnton with the development proposal. With easy access to Oxford, another feature which will be lost due to excessive traffic and demands on public transport. The latter point on transport is at least poorly, or even barely addressed</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0365 | 08/08/2017 | Anita | Watson | |
| 1000 | Comments | | | |
| <p>Horrified to hear of the proposal to build 4,400 houses on the Green Belt around Yarnton, Begbroke and Kidlington. for the following reasons: Building on green belt land would mean there is no distinction between the 3 villages. The extra housing would create further traffic problems. Impact on local services such as GP surgeries. Losing farm land would damage the character of the area and would completely destroy the local wildlife. A large new estate has already been built in Yarnton of dense housing. In view of the strain on the infrastructure, It is not believe we need this level of extra housing here and there must be other areas which are not on Green Belt land and are either within Oxford City boundary or on Brown Field site surrounding Oxford. Totally against the proposal in its present form.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0366 | 12/09/2017 | David | Peddy | | | | | |
| 1001 | Comments | | | | | | | |
| The plan for the building of 650 houses between Cutteslowe Park and Oxford Parkway station is very ill considered for the following reasons: It is a naturally attractive view and home to much wildlife. The highway infrastructure in that area is completely unsuited to the additional traffic that would be generated and there are no plans to improve it . Banbury Road is already busy on that stretch and the Banbury Road roundabout, Sunderland Avenue, Five Mile Drive and Elsfield Way /Northern Bypass are congested now. It will also slow down traffic and increase pollution levels. Much of the proposed housing could be sold to commuters into & out of London with no links or real contribution to Oxford/Oxfordshire and the Community. For these reasons the plan is inappropriate and should be stopped. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0367 | 12/09/2017 | Charles | Pickers | | Y | Y | Y | |
| 1002 | Comments | | | | | | | |
| The Local Plan is sound and justified. 1) Oxford's 'unmet need' being unproven: The need for additional housing in Oxfordshire is clear, and the affordability of housing in and around Oxford relative to average incomes is one of the worst ratios in the country. As a result in recent years both house prices and private rental prices have risen significantly, making a stable home unaffordable for many on average incomes, which is simply not possible for the vast majority of young people or new house buyers. 2) Green Belt: The sheer number of new houses required suggests that some land currently used for farming may need to be converted to housing. Sure that the council have considered measures such as converting brownfield and industrial sites where practical. 3) Sustainability: With suitable infrastructure improvements (i.e.: drainage and road access) the additional housing should be sustainable. These improvements are presumably already in the proposal. Density: Suggesting that higher density housing be built to reduce urban areas simply forces young people and their families into cramped and unsuitable housing in order to protect the houses of those who have been able to afford the existing housing stock. 5) Transport: Additional housing will require some investment in the local transport routes to accommodate the additional traffic. This includes both local access roads and if necessary improvements to the larger access routes. Presumes that the Local Plan recognises and makes suitable proposals to address this need. 6) Employment: As a high skilled employee of a business based in Begbroke, acutely aware that the cost of living is a significant hindrance to hiring the workers that my company needs. The additional housing is needed to meet current employment needs, regardless of additional business growth in the area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0371 | 03/08/2017 | Mrs Sue | Pollard | | | | | |
| 1006 | Comments | | | | | | | |
| The development you are proposing is unacceptable for the following reasons: 1) It will destroy the wildlife in our area including barn owls and bats which are protected species 2) There will be at least another 4000 more cars on an already congested road, at the moment the traffic is bad especially when there is an accident on the A34 or the M40 or an event at Blenheim palace, where is all the traffic going to go. 3) Our village and Yarnton will lose there identity and the safe environment. All these houses and social housing will mean our villages will not be safe there will be an increase in crime as has been proven on other developments. 4) Building two primary schools and a senior school will also bring in more traffic as well as an significant increase in pollution in the whole area. 5) The area you have suggested is also prone to flooding which will mean an added risk to flooding to our houses in the existing village. 6) This housing is Oxford cities problem and not Cherwell's and they should use there own land not take away green belt land and destroy an area with extensive wild life. Due to all the points this development of green belt land is totally unacceptable and should therefore not progress. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0372 | 20/08/2017 | Ryan | Crowe | | | | | |
| 1007 | Comments | | | | | | | |
| Strongly object to the planned housing proposals for the Kidlington, Yarnton and Begbroke areas on the grounds of unfounded reasoning, loss of green belt, lack of infrastructure planning and unaffordability. The 4000+ houses that are being consulted on do not address the chronic shortage of affordable housing and will do nothing to limit increasing prices on the surrounding housing supplies. I have seen no evidence to suggest the same pricing scheme would not be applied to the Kidlington, Begbroke and Yarnton developments and so have no faith that the affordability criteria for these new builds will be over the required 50% affordable housing for this area. As a 22 year old worker in Oxford and having grown up in Kidlington, I feel that these proposals will do nothing to increase my chances of house ownership over the coming years and will lead to me being gradually priced out of the area. I would also like to draw particular attention to the planned building on the green belt land around the Yarnton and Begbroke area which would be a significant loss of habitat and scenery for the local area. This would also lead to a loss of individuality for Yarnton, Begbroke and Kidlington by joining them in an 'urban sprawl'. A removal of these areas would deprive the chances of future generations enjoying the surrounding countryside. Finally, there is very little guarantee of investment in the local infrastructure, in particular for the local GP surgeries and secondary schools. The addition of nearly 2000 houses to the Kidlington area would be disastrous for the local GP surgeries in Kidlington and Yarnton. One of my largest concerns is in regard to the increases in school needs. It is well known that Gosford Hill Secondary School is one of the largest and only providers of secondary education in this area of Oxfordshire and already faces pressures from increasing intakes. It may also force many of the local children to seek secondary schools further away which adds to unwanted commuting and traffic concerns. Unless there is a clear guarantee of new local schools being constructed to accommodate these new families, I feel that these plans do not provide for the local area's infrastructure needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0376 | 21/09/2017 | Barbara | Luckhurst | | | | | |
| 1011 | Comments | | | | | | | |
| Would like to record my support for the building of 1,180 extra houses in the green Belt gap between North Oxford and Kidlington, provided that the majority of these houses are small, first-time buyer type homes, or small houses / flats which young people could afford to rent. I would like to add that I greatly value the concept of the Green Belt, but that I think it sometimes has to be sacrificed for the 'greater good', especially when Wolvercote Common is so close at hand. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0388 | 27/08/2017 | Julie | Kyle | | | | | N |
| 1024 | Comments | | | | | | | |
| It is considered that the proposed submission plan is unsound, not positively prepared, not justified and not effective due to the following reasons: increased traffic, lack of schools for the extra children to go to, extra pressure on already full GP and dentist surgeries. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0390 | 17/09/2017 | Toby | Shelley | | | | | |
| 1026 | Comments | | | | | | | |
| Unhappy with the planned development which will block great views from Cutteslowe Park. These developments do not help the Community. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0392 | 03/09/2017 | Gary & Janet | Bull | | |
| 1028 | Comments | | | | |
| Concerns regarding the following points: 1. Traffic gridlock on the already congested A44, Cassington Road and Sandy Lane. 2. The destruction of the existing green belt areas which are integral to the environment we have chosen to live in. 3. Unknown and possibly increased risks of flooding, sewerage risks as the infrastructure plans seem to be too vague. 4. Damage to Wildlife and fauna. 5. Impact of high density estates in terms of infrastructure impact. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0399 | 14/08/2017 | Michael | Codd | | |
| 1035 | Comments | | | | |
| Objection and concern to the proposed plan objection to build over 4,000 new houses on the green belt land around Kidlington, Begbroke and Yarnton. The green belt land in this area is not suitable for development as it will significantly alter the landscape and the character of these villages. This precious land should be preserved for future generations as once it is built upon it will be lost forever. It is also extremely concerning about the impact on traffic in the North Oxford area and these roads are already gridlocked at peak times. They simply would not be able to cope with the amount of traffic that would be generated by such a huge development. The plans for a bus lane and a Park and Ride are not practical due to the 'pinch' point between The Turnpike and Stratfield Brake. It is the local resident's lives and futures that will be changed forever so our views deserve to be taken into consideration. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0400 | 29/08/2017 | Cyril | Rumble | | |
| 1036 | Comments | | | | |
| The shortage of housing highlighted by the government is understood, but it is not understood why Oxford's need should be forced upon village residents when there are large areas of unused and brown sites within Oxford that can be developed before encroaching on peaceful communities in the vicinity. The proposed development of around 4,400 houses in or near to Yarnton village is horrific and absolutely excessive. Yarnton offers peace and tranquillity separated from the urban sprawl, this would be lost forever.. The main aspects of protected Green Belt land are being ignored and abused in this proposed development. It will in fact merge neighbouring villages into the town of Kidlington. It is said that the Green Belt is part of our National Heritage, a most favourable idea, which is being ignored and destroyed around Begbroke and Yarnton with the development proposal. With easy access to Oxford, another feature which will be lost due to excessive traffic and demands on public transport. The latter point on transport is at least poorly, or even barely addressed. GB is part of national heritage and a very favourable concept which is being ignore with the development around Begbroke and Yarnton. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0401 | 29/09/2017 | Deborah | Cadd | | |
| 1037 | Comments | | | | |
| Objection to building on GB, there is only 13% of it left. The sanctity of GB must be respected, once it's gone it is gone. Concerns with regard to wildlife (which is fighting for survival and does not have a voice), loss of open spaces and enjoyment of countryside, overpopulation, traffic congestion (roads are already gridlocked) and pollution. This is not wanted in Oxford. England's green and pleasant land should be respected and replenished, not destroyed. Locals have a right to enjoy the countryside. Once the countryside has been destroyed no amount of money can put it back with wildlife intact. Also concerned that locals are unable to afford to buy housing due to high prices resulting in them being pushed out. Keep Oxford rural, beautiful, with its identity, heritage and countryside intact. Woodstock is an example of an old historical town with a real community, our villages are too valuable to de-grade with urban sprawl. Our GB is needed. Leave it alone. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0402 | 29/09/2017 | Chris | Harrison | | |
| 1038 | Comments | | | | |
| Strong objection to many houses on Golf Course which has been GB for more than 100 years and will lead to urban sprawl from South Oxford to north of Kidlington. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0403 | 29/09/2017 | Prof. Todd | Huffman | | |
| 1496 | Comments | | | | |
| Completely against the plans, as they stand:1). CDC state that there "could be" affordable housing "up to" 90% of the home built. How come the planning materials do not say there WILL BE affordable housing of AT LEAST 90% of the homes built?Without real, tight, unbreakable commitments to a high percentage of affordable homes (not apartments...real live homes) that are sold to first-time buyer exclusively the housing crisis in Oxford will continue. We need legal contracts that severely penalise builders and companies that violate the affordable housing rules. Indeed, penalize them so severely that they would go out of business and so that the council can use the money so gathered to rectify the mess by creating more council estates. 2). Parking of cars OFF STREET needs to be considered in the FIRST instance...not as an afterthought. Now is the time to demand that every home built has space for off-street parking. Kidlington really wins with its free parking. We will not be able to sustain that economic boon if parking spaces for all the new people coming in are not at the top of the agenda. 3). Road and street access and infrastructure. This was another area that looked like an after-thought in the plans. some 4000 new homes require a street and access layout such that 10,000 people can easily access the area. Emergency services must be able to enter and leave easily and with relative ease. We should not put lives and property at risk just because we can squeeze a few more square-box houses into the space. Not opposed in principle to the construction of many new homes in the region, but opposed to these plans and for the reasons stated above. Not seen any of these issues taken seriously, therefore completely oppose the plans presented so far. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0403 | 27/09/2017 | Todd | Huffman | | N |
| 1043 | Comments | | | | |
| Objection to no (or few) controls or incentives to enforce any kind of affordable housing rules. Documentation all states "could have up to 90% affordable housing..." unable to support loss of GB without strict, deep financial penalties for any builder that reneges on a commitment for a 90% build of affordable homes. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0404 1044 | 28/09/2017 | Dr Hilary | Maddicott | | | | | N |
| Comments | | | | | | | | |
| Objection on grounds that proposal is unsound and unjustified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0404 1045 | 28/09/2017 | Dr Hilary | Maddicott | | | | | N |
| Comments | | | | | | | | |
| New Government calculation shows the country only 'needs to build around 68,000 houses' over the next twenty years. The figure of 4,400 houses was derived from the SHMA which estimated that 100,000 houses were needed. Therefore the need for 4,400 houses in the area in part or in total; indicates that planning proposals are based on ill-founded and therefore unsound information. They should be reconsidered in their entirety. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0404 1047 | 28/09/2017 | Dr Hilary | Maddicott | | | | | N |
| Comments | | | | | | | | |
| Concerns over density. Question mark as to whether the low cost 'affordable' housing for first time buyers regarded as priority for Oxford's 'unmet housing needs' will be provided by the homes planned for the 'Kidlington Gap' site. Prices of £600,00 for three bedroom houses on the Barton Park site suggests that the Kidlington, Begbroke and Yarnton sites with their equally convenient access to the Oxford Parkway train link to London will benefit the London commuter market rather than local and younger purchasers. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0404 1046 | 28/09/2017 | Dr Hilary | Maddicott | | | | | N |
| Comments | | | | | | | | |
| Proposed area of development is land designated as GB, consisting largely of good agricultural land crossed with a number of public rights of way. Once built on, this valuable resource will be lost to farming and wild life as well as to the public for recreation for ever. Stated Government policy is to preserve the GB, unless circumstances are 'exceptional'. No exceptional need has been brought forward. These houses could be built elsewhere on brown field sites or in Oxford itself. The proposals are unjustified and should not have been accepted by Cherwell District Council which has a duty to follow Government policy to protect GB. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0404 2344 | 04/10/2017 | Dr Hilary | Maddicott | | | | | N |
| Comments | | | | | | | | |
| Oxford's unmet need is based on the SHMA, however the recent Government's consultation document suggest that the housing need is lower. Housing need to be reconsidered. Government's policy is to protect Green Belt unless exceptional circumstances can be demonstrated, which CDC cannot. Low density proposed in the Kidlington Gap which risk not providing low cost affordable housing for first time buyers. New homes will benefit the London commuter market rather than local and younger purchasers. Proposals will merge the three current separated villages of Kidlington, Begbroke and Yarnton into one. Traffic congestion on the Woodstock and Banbury roads into Oxford at peak times will worsen and with it air pollution for both drivers and residents of those roads. The closing of Yarnton.Sandy Lane from Kidlington to Yarnton will make traffic worse from Begbroke and Yarnton (or Kidlington to those villages). No indication that developers will be responsible for essential new infrastructure such as water supplies, sewage, schools and medical facilities to cope with the new developments. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0404 1048 | 28/09/2017 | Dr Hilary | Maddicott | | | | | N |
| Comments | | | | | | | | |
| The proposals do nothing to build sustainable communities, indeed they threaten their quality of life. The infilling of the fields which divide the villages (currently with their own separate communities) as well as from Oxford will lead to a vast undifferentiated and characterless urban sprawl. Traffic congestion and air pollution, which is already bad enough will worsen. The proposal's plan to close the convenient short cut, the Yarnton/Sandy Lane from Kidlington to Yarnton will only make matters worse. There is no indication that the developers will be responsible for the essential new infrastructure, namely the water supplies, sewage, schools, and medical facilities that will be needed to cope with a population of at least 10,000 if not 15,000 added to the limited resources available at the moment. Lack of sustainability. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0405 1523 | 03/10/2017 | Christopher | Haigh | | | | | Y |
| Comments | | | | | | | | |
| Congratulations to Cherwell District Council for excluding this area from its planning proposals, as it is clearly unsuitable for development: The Moors and Mill Street could not cope with the traffic generated by a housing development. It would also be contrary to the public interest, depriving local citizens of one of the most-used open green spaces in the whole Kidlington area. A development proposal is therefore unsound and unjustified. Since this space was not included in the District Council's planning policy documentation, it has not been considered in the public consultation. The proposal has become public only a short time before the close of the consultation, and few people know about it. It would be disgraceful if the proposal were to be approved without having been available for proper public scrutiny. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0406 4634 | 10/10/2017 | Sara | Sheppard | | | | | |
| Comments | | | | | | | | |
| Concerned regarding the proposal of 4,000 new houses around the Kidlington area. Lives off Templar road & works in Kidlington. Getting on to the Banbury road during morning rush hour is currently a hazard due to the amount of buses, cars, cyclist & pedestrians using the road. The danger will only increase if the proposal goes ahead as there will be more people using the Banbury road. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0407 | 14/09/2017 | Jane | Leech | | |
| 1054 | Comments | | | | |
| <p>Opposed to proposed development of 4400 houses in Yarnton, Begbroke and Kidlington area. Objections as follows: 1. Completely excessive number of houses. In fulfilling Oxford's needs, the size of Yarnton will be tripled. 2. Together with northern gateway housing, this huge development will merge Yarnton, Begbroke and Kidlington to Oxford. This will create urban sprawl and change the character of the individual villages and more importantly the historic City of Oxford forever. All of which are against the key principles of GB. The GB around Oxford should not be destroyed - it has to be protected for future generations. 3. Volume of traffic on UK roads continues to grow. Congestion on the A40 will potentially be relieved by a link road to take traffic to the A34. However, this will simply move the congestion, and effectively cause even longer tail backs on the approaching A44. Extra developments in Woodstock and Eynsham will compound this. The A34 is one of the main transport links from the Midlands to the South of England. Queues at times go from the M40 junction back to North Abingdon in both directions. The proposed bypass round Oxford is years away. The suggestion to close Sandy Lane except for bicycles is ludicrous - why block off a way that already relieves congestion? 4. The density of the housing is concerning. It will have a major impact on utilities and local public services. The wait to see a doctor is already too long. The idea of people occupying these houses using public transport is feasible if they live within Oxford City Centre, but out of the city centre people use their cars - where are they going to park them when they are not in the traffic jam on the A44? 5. The high density of housing will directly affect my property which is situated adjacent to the deer farm. There will be many, many houses overlooking my property, compounded by the fact that the planned development is on land which is several feet higher. It is completely unreasonable for Yarnton to take on Oxford City's housing needs. Why not re-develop their golf courses. Density of housing would be more manageable and key workers would be nearer to work with the public transport and services already in place. If you really have to build a significantly reduced number of houses, build them at Frieze Farm - closer to Oxford and transport links, and if you have to encroach on Yarnton, put the proposed golf course where the deer farm is. The protection of the GB is paramount and needs to be protected for future generations. Urban sprawl has to be prevented and we have to retain the historic character of an internationally renowned city.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0408 | 18/08/2017 | Linda | Nicholls | | |
| 1055 | Comments | | | | |
| <p>People are objecting to this because it has been years in the planning (having seen all the soil testing, etc. that has been going on) and it was all kept quiet. Why has it been done on the quiet and sprung on us as a fait accompli? What right has the council got to do this without asking any of the people it would affect? What has been going on in the background that we are yet to find out about?</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0409 | 10/08/2017 | Mrs Valerie | Moyses | | |
| 1056 | Comments | | | | |
| <p>The arrogance of the Oxford planners is equalled only by their hypocrisy. They have suitable spaces within the city boundaries, but will not use them. There is (at least) one currently useless open space which could permit the building of nearly 200 dwellings (or more if they would only let their height limits rise a little, and maybe increase density a little). The planning requests for the afore mentioned plot - have been turned down because a number of rich influential Oxford inhabitants do not want construction vehicles going past their expensive doors, or the noise of building work near them. Is Oxford really justified in holding on so jealously to this kind of useless space whilst small towns and villages within commuting distance of Oxford have to accept (often huge) developments which their residents don't want? If Oxford needs more homes, its powers-that-be should look less selfishly at their own spaces. Forcing Oxford's housing needs onto distant areas will only turn the city's already-hideous traffic into gridlock. It appears that Oxford planners want to have their cake and eat it - let lots of workers provide for Oxford's needs, whilst denying them homes anywhere near their work. For Oxford workers to live in Banbury would entail at least two hours a day travelling. You'd be far better off commuting to London/Reading/Birmingham. It is quite clear that Oxford's powers-that-be have in mind the eventual imposition of a congestion charge. Having created the congestion themselves by forcing so many people to live far away and commute, they will profit again by charging for parking and the use of buses. Could it be excessively cynical of to suspect that the Oxford planners are the same people who don't want noisy developments to spoil the peace of their executive homes in their executive areas?</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0411 | 04/09/2017 | Steve | Brooks | | |
| 1058 | Comments | | | | |
| <p>Kidlington will lose its identity and become a suburb of Oxford. Existing infrastructure will not be improved. Already the roads are gridlocked during rush hour times, and the sewage system is already at maximum capacity. Existing schools, doctors and dentists are already full. The current building of flats where bungalows were demolished has proved to be unnecessary, lots are still unoccupied. Why should Kidlington become an overspill area for Oxford?</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0413 | 10/10/2017 | Theresa | Goss | Bloxham Parish Council | |
| 1972 | Comments | | | | |
| <p>Bloxham Parish Council supports the proposals of this Partial Review of Cherwell Local Plan Part 1 to provide dwellings to meet Oxford's unmet housing need close to Oxford where there will be access to convenient and affordable transport. It would complement Oxfordshire County Council's plans to improve access to sustainable transport options such as the 'Rapid transit network' or a new tram system and to reduce the pressure on the county's road systems. The extent of Oxford's need for affordable housing makes this access to transport extremely relevant.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0413 | 10/10/2017 | Theresa | Goss | Bloxham Parish Council | |
| 1973 | Comments | | | | |
| <p>Bloxham is not well connected to Oxford by public transport and any further development here would continue to encourage reliance on private cars. Research for the Save the Horton campaign has shown how difficult access to Oxford is by car and how long it takes. BPC commented on the Issues Consultation in January 2016 on the proposal by Taylor Wimpey to put forward their site on Milton Rd, Bloxham to meet Oxford's housing need. We commented that further housing on Milton Rd would increase traffic on an already overloaded rural road and road network and would add further that sites such as the one put forward would not provide the easy access to sustainable transport options that sites closer to Oxford would. In addition, it is noted that this particular site has not been assessed as having the potential to deliver the 250 houses suggested and is of course contrary to Bloxham's Neighbourhood Development Plan and Local Plan 2011-2031 Part 1 Villages 1.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0413 | 17/09/2017 | Theresa | Goss | Bloxham Parish Council | |
| 1065 | Comments | | | | |
| Oxford's unmet housing need is for affordable housing in close proximity to the city and its employment opportunities with access to convenient affordable and sustainable travel options. Cherwell District Council propose to provide houses to meet Oxford's need in locations close to Oxford and Bloxham Parish Council fully support them in this sensible plan. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0414 | 03/08/2017 | Eileen | Lukes | | |
| 1067 | Comments | | | | |
| Objection in strongest of terms to huge number of houses which will more than triple the present population for the following reasons: Cherwell District Council's unmet needs should come first. Liability to flooding in the area, coming from Spring Hill. Infrastructure: The A44 already has huge tailbacks. A bus lane would be to the detriment of the dual carriageway, and most importantly of the cycle track, which is much needed in the interests of health and anti-pollution. Environment: There are bats (protected species) present in some locations. Many of the fields grow much needed crops. Many footpaths in the area have been used by Yarnton inhabitants for decades. I have been a Yarnton resident for over 42 years. Employment: Most of the growing employment is in the south of the county. Tripling the population here would lead to even more road congestion as people travel to work in the south of the county. Does not believe that exceptional circumstances can be demonstrated to cause the destruction of the GB in this area. More care should be taken to find Brownfield sites (particularly within Oxford City boundaries). | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0415 | 10/09/2017 | Mrs Louise | Gray | | |
| 1070 | Comments | | | | |
| Traffic on the A44 is totally gridlocked now in the mornings during rush hour - what will it be like when there are even more cars, bikes and buses. Trying to get to Headington for hospital appointments or to visit family/friends is a waste of time, this will be even harder and more stressful. To even think of closing off a lane to allow a bus lane is another ridiculous idea, along with the closure of the link road to Kidlington. It is used as a rat run but it does keep the A44 a little clearer of a lot more cars, and its not just to Kidlington it goes, Banbury and Bicester to name but two. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0415 | 10/09/2017 | Mrs Louise | Gray | | |
| 1072 | Comments | | | | |
| Facilities in the local villages: The nurseries are visited from far and wide. The doctors surgery would be unable to cope and building a new surgery would be a waste of time and money as there would be difficulties recruiting GPs and Nurses. There is one shop left in the village now, and this is handy for the locals who are unable to get to other shops since the regular 'little' bus was taken away. But there is only so much a little shop can take (it is also used by passing trade). A lot of people have turned into recluses now they are unable to get to Kidlington on a regular basis. People like village life and care enough to try and protect then now and for the future. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0415 | 10/09/2017 | Mrs Louise | Gray | | |
| 1069 | Comments | | | | |
| Yarnton has a habit of flooding, mostly due to the fields from Spring Hill behind Rutten Lane. Sewage risks - last year there were lorries 24/7 pumping out sewage from drainage ditches. The fields were unsafe due to sewage leaking over the surface of the fields. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0415 | 10/09/2017 | Mrs Louise | Gray | | |
| 1071 | Comments | | | | |
| Wildlife - already barns and buildings have been knocked down for housing in Church Lane where you regularly see families of owls, foxes and deer. Fields are being ploughed up constantly sending all ground nesting birds away. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0415 | 10/09/2017 | Mrs Louise | Gray | | |
| 1068 | Comments | | | | |
| This is Oxford's unmet housing needs, not Yarnton, Begbroke or Kidlington's. Yarnton needs its GB, there is plenty in Oxford - including golf courses that could be used for the unmet needs. High density estates with 50% social housing. Yarnton already has this with the new build opposite the old SEB building. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0416 | 14/09/2017 | Theresa | Goss | Milcombe Parish Council | |
| 1077 | Comments | | | | |
| Milcombe village is less than 2 miles from Bloxham with whom it shares many of its facilities, such as schools, Doctors, Dentist, Post Office, etc. Taylor Wimpey has now brought in a proposal for a further 250 houses on the Milton Road in Bloxham with land available for a school claiming to help ease Oxford's unmet housing needs. Milcombe is in close proximity to the villages of Bloxham, Bodicote and Adderbury who have all had more than their fair share of development over the past few years. Making a piece of land available for a school will not solve any issues and should not sway CDC planning into granting the application. Taylor Wimpey are not going to build it, so who do they expect will and what type of school do they envisage? Schools need areas for playgrounds and sports facilities. It is very doubtful that they would allocate enough land for the facilities that a school would require. Milcombe Parish Council definitely objects to the Taylor Wimpey proposal. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0416 | 14/09/2017 | Theresa | Goss | Milcombe Parish Council | |
| 1073 | Comments | | | | |
| Local authorities have a statutory duty to consult and co-operate with their adjoining authorities, hence the need for consultation on Oxford's Unmet Housing needs. CDC has obviously worked hard in the preparation of this consultation. Milcombe Parish Council has concentrated on the effects this will have on the Cherwell area. MPC did make a response to the initial consultation of November 2016, making known its objections as it was felt that the proposal for Cherwell to take on another 4400 houses is too high and was not viable and how many houses are likely to be affordable for first time buyers which is a need for the Cherwell area without adding Oxford's needs as well. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0416 | 14/09/2017 | Theresa | Goss | Milcombe Parish Council | |
| 472 | Comments | | | | |
| Wildlife – Protection of flora and fauna, preservation of the natural environment and areas of outstanding natural beauty in and around Cherwell as well as retention of existing agricultural land which diminishes year on year with few remaining farms in which was once an area of farming communities. We must consider our heritage and conserve and preserve wherever it is possible. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0416 | 14/09/2017 | Theresa | Goss | Milcombe Parish Council | |
| 1074 | Comments | | | | |
| Milcombe does not have the infrastructure or facilities to cope with any further development. Downgrading of the Horton General Hospital will not have helped with regard to additional housing in Cherwell and additional traffic travelling to Oxford by road will add to the time for journeys. There will also be a need for improved road and rail links. The addition of a further 4400 houses in Cherwell district is totally unviable and unsustainable and Oxford needs to re-consider and prove that it cannot accommodate more housing. Close monitoring will be required at all stages on everything that is likely to affect Cherwell and surrounding districts. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0416 | 14/09/2017 | Theresa | Goss | Milcombe Parish Council | |
| 1075 | Comments | | | | |
| An amount of green belt land and brownfield sites could accommodate some development given the amount of GB land surrounding Oxford, and also conversion of empty buildings. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0416 | 14/09/2017 | Theresa | Goss | Milcombe Parish Council | |
| 1079 | Comments | | | | |
| Infrastructure – As well as the roads, also of high importance is updating utilities to accommodate any additional housing. Parking and shopping is a huge concern in Banbury town and will need to be addressed for the additional numbers expected to visit the town centre when Banbury's own housing needs are met. They need to be encouraged to shop in the town as well as the out of town retail outlets and supermarkets. Education – Additional housing requires additional school places and many schools are already overstretched trying to accommodate the needs of those who already live here. New schools from early learning pre-schools to 6th form will need to be built or present schools extended. Integration – Building sustainable communities with sports halls and playing fields. These and schools will need land, so land is not just required for housing. Healthcare – The District needs additional provision for health care. Some areas are already struggling due to a lack of Doctors (General Practitioners) and all that goes with the well being of the general public. It goes without saying that downgrading the HGH was a particularly bad move when Oxford wants to send its overspill to live in the Banbury area and then take them back to Oxford to hospitalise them. It may be too late for the Horton, but still needs to be said. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0416 | 14/09/2017 | Theresa | Goss | Milcombe Parish Council | |
| 1078 | Comments | | | | |
| Transport and Employment – To avoid already heavily congested roads, provision should be made for employment where houses are to be built. Will Oxford's overspill be looking for employment in Oxford, already working in Oxford, or looking to find employment in the Banbury/Bicester areas? Highways – Already congested and full of potholes making many roads unsafe particularly in rural areas. Many rural villages are already used as rat runs by heavy goods vehicles and the A361 is particularly dangerous. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0419 | 15/08/2017 | Kenneth | Porter | Cropredy Parish Council | |
| 478 | Comments | | | | |
| The Review is intended to accommodate Oxford's need for housing but, as far as we are aware, Oxford has not satisfactorily identified its requirement and appears to be doing little to meet the challenge itself. It appears inherently wrong that the city should simply pass the burden to the districts and we note that South Oxfordshire has not agreed to its proposed apportionment. We deprecate any diminution of the Green Belt and believe that Oxford's stated needs should be thoroughly tested before any changes are made to Cherwell's Local Plan. However, if a need for substantial housing outside the city is proved, of the alternatives proposed by CDC we strongly reject options C to I and reluctantly agree to accept options A and B. However we also feel that the density levels proposed should also be reassessed in order to damage the Green Belt as little as possible. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0420 | 08/08/2017 | Walter | Bayer | | | | | |
| 479 | Comments | | | | | | | |
| <p>Objection to proposed development as it would not prevent neighbouring towns merging together. Yarnton and Kidlington would become a single, large suburban sprawl. Referral made to Oxford Green Belt Study. The character of Yarnton would be changed and would lose the beauty of the countryside that residents and visitors enjoy. There would be little green belt land separating this new large conurbation from Oxford itself. The Local green belt was designed to prevent this urban sprawl that is now being proposed. We have a duty to safeguard the countryside from encroachment and should preserve this heritage for future residents. Another concern is the roads around Yarnton. They are already subject to considerable queues, most notably the A44 and A34, though problems are not limited to those roads alone. Even if we accept the necessity of building so many houses so close to this area, which is questioned, to do so would without significant development of these roads be folly, however the current plans do not address this issue adequately. It is urged that you preserve the setting and special character of historic towns and check the unrestricted sprawl of large built up areas.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0422 | 17/08/2017 | Dennis W | Long | | | | | N |
| 481 | Comments | | | | | | | |
| <p>Comments about the proposed railway station at Sandy Lane. Having lived in Kidlington all their live, they have seen it grow from a relatively quiet village to the sprawling mess that it now is. It is virtually gridlocked, especially between -7.00 - 09.30 & 15.15. - 18.00. Parking is a problem with residents parking controls and more and more cars parking further up Banbury Road, then either cycling (they take their bikes off their cars) or jumping on a bus. Very often vehicular access to our own properties is blocked. There should be focus on a bypass and make the heavies use it. No HGV's (over 7.5 tons unless for direct home delivery/access) and stop the 18 wheelers using Kidlington as a rat run. Planning authorities should stop greedy developers building on any postage stamp size land to take advantage of the rail station access and increased property prices. Closing Sandy Lane (when the canal bridge was done) caused chaos even then when the traffic was a lot lighter. Forcing that rat run to close will push even more traffic onto the Oxford/Banbury Road. Obviously there has been no open publicly (sic) for general consultation. It is clear to me that the people making these unsound decisions do not have to endure the current gridlocks to get to work and back everyday.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0423 | 03/09/2017 | Daniel | Clacher | | | N | N | N |
| 482 | Comments | | | | | | | |
| <p>This procedure and requirement to comply with overly complex administrative requirements is wholly inappropriate and flawed. The proposal seeks to effectively make Kidlington and Yarnton into one 'super village/town' which if accepted will become one very large suburb of the City of Oxford. This is a fundamental breach of the planning process. The purpose of our GB reflects national policy. This proposal flies in the face of the National Planning Policy Framework, para. 80 which clearly states that the GB exists to: 1. Check the unrestricted sprawl of large built up areas. (precisely what is being proposed) 2. Prevent neighbouring towns merging into one another. (As above) 3. To assist in safeguarding the countryside from encroachment. (This proposal destroys it) 4. To preserve the setting and special character of historic towns. (as above) 5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. (This is the most egregious aspect of the proposal - there has patently been insufficient consideration by Oxford City Council to fulfil its obligations under this section. They currently have around 42% of their own open space which has not been fully evaluated.) There is nothing within the proposals which suggests there are 'exceptional circumstances' for encroaching on GB land. The proposed transport and infrastructure plan is far from adequate. Having lived in Yarnton/Kidlington for the past 32 years I am very well acquainted with problems accessing Oxford City from the north. The current road, rail and bus provision cannot cope with existing levels of commuter and leisure traffic. Recent changes at the two key pinch points in North Oxford have failed to have any significant impact on traffic flows at peak times. There is already a huge strain from traffic congestion and pollution at peak times on the A44 in Yarnton. It is frankly staggering to add to this mayhem. This is not NIMBYism just a fact of physics that the proposal to feed Oxford City's housing needs from the north just won't work. It doesn't work now. The addition of schools, shops and other amenities in the area merely exacerbates matters further. Movement of pupils, parents and teachers in an already heavily congested area, alongside additional commuter traffic is utterly unsustainable. The air pollution in the proximity of the schools alone would be beyond anything we've witnessed so far. There is an abundance of wildlife in this GB area. The destructions of their habitat has not been fully considered and needs further examination. IF there were clear and sensible proposals for the building of significant road/bus/rail links from the Kidlington and Yarnton area into and around Oxford it is conceivable that some development in this area could be effective and sensible. Whilst the obviously pinch points remain within the single carriageway sections and roundabouts in the North it is inconceivable as to how these proposals can remotely work.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0424 | 14/09/2017 | Sarah | Lopez-Rubio | | | | | |
| 483 | Comments | | | | | | | |
| <p>Opposition to proposal to building 2,480 houses on GB land adjacent to Yarnton and Begbroke. Has lived in Yarnton for four years, after moving from North Oxford in 2013. Yarnton was chosen as the perfect place to raise young family, with its Ofsted rated preschool and primary school, good transport links and immediate access to some beautiful countryside. It is enjoyable to live here because it is peaceful, with a village feel and good community spirit. The proposed development would completely change the look and feel of Yarnton and Begbroke. Large swaths of countryside would be lost, whilst there would be increased traffic congestion, air pollution, noise, pressure on local amenities such as shops and schools, as well as significant damage to local wildlife and countryside. This is for Oxford City Council's own unmet housing needs and would result in a conurbation nearly three times the current size of Yarnton and Begbroke. It would be incredibly damaging to the villages and would change the face of the irreparably.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0426 | 02/08/2017 | Bill & Penny | Trumble | | | | | |
| 1081 | Comments | | | | | | | |
| <p>Strong objection to build 4400 houses around Yarnton and Begbroke. The large area of high density housing and it's infrastructure will completely destroy the distinctive, separate character of the villages and convert them into part of a large suburban sprawl. It will destroy, permanently, a large area of countryside which is a tragic mistake and a betrayal of future generations. The development is contrary to all five stated purposes of GB - safeguarding the countryside (and the natural environment); preventing urban sprawl; encouraging redevelopment of existing areas in the city; checking urban sprawl; and preventing the merging of communities. GB is there for a reason and must be protected. It is appalling that the benefits of GB can be casually thrown away. Please halt these plans.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0428 | 14/09/2017 | Emma | Wright | | | | | N |
| 1086 | Comments | | | | | | | |
| <p>Please don't build on our lovely green spaces, I beg you please don't, we need as much green space and lovely nature as possible, these spaces are essential to our health and wellbeing.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0429 | 25/09/2017 | Mr Peter F W | Lea | | | | | |
| 1087 | Comments | | | | | | | |
| <p>Objection for following reasons: 1. Plan is based on Strategic Housing Management Assessment for Oxfordshire but the accuracy and validity of these requirements has long been disputed, and the government has now revealed they are significantly overstated. Actual requirement is now calculated at about two thirds of the previous one, and this too may well prove an over-estimate. Therefore Cherwell's plans are based on erroneous and invalid assumptions, and must be withdrawn and re-formulated on a much more modest basis. 2. The A44 and A4260 are already choked with traffic at peak times. 4,400 houses will add 10,000 - 12,000 new residents, most of whom will have cars. Cherwell's presentation says they will apply for a central government grant to develop a 'rapid transit system', to encourage people to use public transport and bicycles; however such schemes have been shown to have little effect on people's travel habits. The amount Cherwell intend to apply for is a significant proportion of total funds government has set aside for this purpose across the whole country, there is no guarantee (and little likelihood) that it will be wholly or substantially granted. Until it is known precisely how much will be made available, it is folly to plan large-scale new housing. There is virtually no scope for effectively improving traffic flows through Kidlington, and creating a bus lane along the dual carriageway section of the A44 will slow traffic to a crawl, and worsen the bottleneck of the single carriageway section south of Yarnton. 'Rapid transit' will be a sick joke and that is if the money is made available. 3. Lack of essential facilities in the area proposed for development. The NHS cannot afford to build a new doctor's surgery and the existing surgery struggles to cope satisfactorily with its current patients let alone the additional homes already approved in Woodstock by the West Oxfordshire District Council. Funding needs to be secured for the necessary improvement to essential facilities before plans are finalised. 4. The plans specify 50% affordable housing. Past history of developments in the area suggest that it is very doubtful whether this will be achieved. While Oxfordshire in general and Oxford in particular need affordable housing, no plans should be agreed without cast-iron assurances from prospective developers that the 50% target will be met. 5. The government has re-stated it's commitment to preserving the GB, and Cherwell District Council should structure it's plans to do so, not nibble away at it.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

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| PR-C-0431 | 20/09/2017 | Donna | Resek | | | | | |
| 1089 | Comments | | | | | | | |
| <p>Object to having any housing development built on our much loved green belt. In Yarnton we struggle with Yarnton Manor and what they have done to our fields. We don't have that much more land to be able to freely roam, to either just go for a walk with the family or the daily dog walks we enjoy. The is one of the reason I purchased my house here, it is such a quiet and friendly Village, this development will destroyed that. The surgeries are already stretched and having problems, how long do you think is acceptable to obtain a Doctors appointment? Believes this is going to have a negative effect on our house prices as well. The A44 is already at breaking point on many days, not to mention the increase in air pollution. Yarnton also suffers from flooding on Rutten Lane, this will only increase the problem. One of my big concerns is also the wildlife, how beautiful it is to see the deer and rabbits running around, where are they going to go? I don't understand what you are all thinking, to destroy such Countryside is ludicrous. I don't think this has been thought through properly. Understand that a few people on Sandy Lane have written in with their support. The reason being, they have already been offered a huge amount of money to sell their properties to the developers. They will be moving out of the area, so they really don't care what happens. The bottom line for them is the huge pay-out. Please do not ruin the life we have all come to love here!</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

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| PR-C-0433 | 18/08/2017 | Ruth | Astall | | | | | |
| 1091 | Comments | | | | | | | |
| <p>Object to the plans to build 4400 houses in the Woodstock, Yarnton, Begbroke and Kidlington area, in addition to the 22000 already proposed for the District as a whole in the Cherwell Local Plan. It would appear from the review that 14850 houses are proposed, so why is there the necessity for this additional 1850? Of the total of 4400 proposed for the Woodstock, Kidlington, Begbroke and Yarnton area, a total of 2480 are planned for land to the east and west of the A44 between Begbroke and Yarnton. This is an excessive proportion of the total and, despite what the review states, will result in the amalgamation of Begbroke and Yarnton with Kidlington, to the detriment of the existing local communities. Appreciates that more housing is desperately needed in the Oxford area, but to put such a large number of dwellings in one area will totally change the character of the area. Much of the land to be built on is Green Belt, and although the percentage of Green Belt which will be lost is only very small, there is no guarantee that further expansion into it will not happen in the future if Oxford City or Cherwell decide that more housing is needed. The Local Plan states 'the character of Oxford in a rural setting cannot be maintained without the protection of the special relationship of Oxford and nearby settlements and the maintenance of the character of the intervening countryside'. Is all this to be ignored? The residents of the new houses owning cars and using the A44 and other roads in the area will travel into Oxford for work on public transport, but in their leisure time they will use cars, and not all residents will work in Oxford itself. Parents with younger children at school in Oxford will not want them to travel alone by public transport and will still use their cars. To prioritise the A44 over the A4260 as the route for motor vehicles into and out of Oxford will cause yet more congestion on the road, particularly where the dual carriageway ends by the Turnpike pub and traffic converges into one lane in each direction. And if a bus lane is created southbound on the A44 from Woodstock to the Loop Farm roundabout, then all other traffic will be squashed into one lane, causing congestion and hold-ups, particularly at peak times. The creation of a bus lane in addition to the current dual carriageway would seem to be an impossible and costly operation which is extremely unlikely to happen. The proposal to shut Sandy Lane to motor vehicles except for access to the houses and Yarnton Nurseries makes no sense at all. Those of us from Yarnton who use Kidlington for our shopping, banks, the library, the market, etc. will be forced to travel several miles via either Langford Lane or Frieze Way in order to get there, causing more congestion and pollution, as well as additional costs for us in fuel and wear and tear on our cars. We are not all able to cycle or walk that distance, and in any case cycling or walking is no good if you have shopping to carry home. There is mention in the review of improving Kidlington centre, so surely people should be encouraged to get there easily, not made to travel further. If the proposed railway station is built by the Sandy Lane crossing, how are people from Yarnton and Begbroke supposed to get there? We certainly can't walk or cycle with luggage, and it is a very long way round to go by the A44 in either direction. There is also the question of impact on the environment, drainage, flood prevention, wildlife, natural habitat, etc. Not against change, but cannot see any benefit to the existing communities of Yarnton, Begbroke, Kidlington and Woodstock, of building such a large number of dwellings in such a relatively small area. It will totally change the character of the villages and the lives of those of us who have made our homes here for many years.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

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| PR-C-0435 | 01/10/2017 | Mrs Christine | Bower | | | | | |
| 1095 | Comments | | | | | | | |
| <p>Object to the proposed building of 4,400 houses on Oxford's green belt. Plan should at least be put on hold until the government decides how housing targets are calculated, which are likely to slash Oxford's unmet housing needs and lower the total needed across the county. At recent meeting in Kidlington, councillor Mr Barry Wood dismissed this recent announcement as rubbish and seemed committed to go ahead with the proposed building of these houses despite the feeling of local resident and the in-eversible loss of valuable green belt. Therefore it makes me suspicious that CDC are hiding behind the need that Oxford City Council need these houses and in fact CDC want these houses as they think London commuters will buy them. Living in Oxford and commuting to London is more expensive than living in London itself and if these houses are built they will not be gaining from living in the country, because Oxford will be just one big sprawl of houses, making it worse than Living in London. There will be a higher pollution as the roads will be congested with even more traffic than there is already and the infrastructure in general will be near to bursting. Read nothing about more schools being built and we already have to wait weeks to see a doctor. So with the possibility of 10,000 + additional people surgeries will be packed. Also as you are building on all possible land, flooding would also be a risk. Taking away green belt land and the golf course is also taking away peoples chance to exercise and enjoy the country air which is again a risk to health. The golf course has been on that site for 110 years and is a welcome green space to break Oxford from Kidlington. This should not be moved to an unsuitable piece of land, which is also being looked at for housing, meaning that the golf course could be lost forever. Neither Kidlington or Oxford residents, want to be joined together to make one large urban sprawl as it will down grade Oxford residents to be joined to Kidlington, and Kidlington residents enjoy being part of a village and do not want to be part of Oxford. As a long standing Kidlington resident, urge you to rethink your plan to build these houses, as it is not justified or a proven requirement and it is unsustainable. Object to the proposal of removing green belt which preserves open spaces which is appreciated by local residents and protects the historic city of Oxford.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0437 | 06/10/2017 | Louise | Dale | Ministry of Defence | | | | |
| 1106 | Comments | | | | | | | |
| <p>The Ministry of Defence (MOD) received notification through Devplan. The MODs principle concern relates to ensuring that tall structures especially tall buildings do not cause an obstruction to air traffic movements at MOD aerodromes or compromise the operation of air navigational transmitter/receiver facilities located in the area. As you will be aware air traffic approaches and technical installations at MOD aerodromes are protected with statutory safeguarding zones which identify height consultation zones in the area surrounding MOD aerodromes relative to topography and distance from the sites. The aerodromes are also protected with statutory bird strike safeguarding consultation zones. Therefore, DIO Safeguarding is concerned with the development of open water bodies, the creation of wetland habitat, refuse and landfill sites. These types of development have the potential to attract large flocking bird species hazardous to aviation safety. The MOD statutory aerodrome height, technical and bird strike safeguarding zone for the district of Cherwell is for the main operational base RAF Weston on the Green and Dalton Barracks. On reading the Cherwell Local Plan 2011-2031 (Part1): Partial Review Proposed Submission Plan, it can be confirmed that the MOD has no statutory safeguarding concerns subject to any development which includes the creation of open water bodies, nature parks, SUDs schemes etc. should be referred to this office for review. Please note the above comments are purely related to the DIO Statutory Safeguarding interests.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0438 | 07/10/2017 | Jim | Briden | | | | | N |
| 1116 | Comments | | | | | | | |
| <p>Consider that the proposed submission plan is Unsound, Not Positively Prepared, Not Justified, and Not effective for the reasons given in my specific objections above and in the emphasis by both CDC and Oxford City on new science, business and industrial parks ahead of housing.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0443 | 10/10/2017 | Linda | Browning | | | | | N |
| 5837 | Comments | | | | | | | |
| <p>Object to the Plan building on the sites between the villages of Yarnton and Begbroke and onto the village of Kidlington over Green Belt land.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0444 | 08/10/2017 | Peter | Hainsworth | | | | | |
| 1124 | Comments | | | | | | | |
| <p>Strong disagreement with the Cherwell Council plans for building on green belt land to the north of Oxford. Firstly, though some social housing is promised, around 4000 houses within easy reach of, and fast and efficient services from Oxford Parkway to Marylebone will be mostly bought by London commuters and not people working in Oxford. Secondly, traffic will increase enormously. Such planning for road improvements is sketchy with little serious thought for anything but new bicycle paths, bus lanes and additional park and rides. This is understandable as it is hard to see how the infrastructure can be seriously improved without mammoth investment and coordinated vision. Thirdly, a part of the green belt is to be destroyed in favour of a building project that will not benefit Oxford or Cherwell and will simply create urban sprawl. The Oxford colleges and OUP who own land in the designated area appear to have no thought for the effects on the environment and on life around Oxford but are pursuing narrow financial interests. They all have a duty to think of wider issues.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0445 | 08/10/2017 | Andrew | Varney | | N | N | N | Y |
| 1125 | Comments | | | | | | | |
| <p>These comments should be considered in conjunction with the Representations made by the Begbroke & Greenbelt Campaign "BYG". The plan needs to be considered in the context of the many proposed building projects circling Oxford, which threaten to inflict permanent damage on the Oxford environs. Eating into the GB land in such a substantial way is non-reversible and make a mockery of the whole concept of GB in protecting the countryside from encroachment in order to protect wildlife, maintain space to 'get away' from the urban environment (e.g. walking on rural footpaths) and to keep settlements as separate entities. From a personal viewpoint we settled in Yarnton due to its semi-rural character with a close-knit sense of community and countryside right on our doorstep. Being away from the city, in a village situation with access to footpaths has been essential at time for my mental health. Even the thought of the permanent loss of this resource for me, my family and the wider community has caused me significant anxiety to the point where it has been hard to respond in a meaningful way. To take away this resource permanently in response to a perceived need which appears to have been significantly exaggerated cannot be prudent.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>For the reasons in my representation AND the representation made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> | | | | | | | | |
| PR-C-0446 | 08/10/2017 | Catherine | Henderson | | N | N | N | Y |
| 1126 | Comments | | | | | | | |
| <p>This response though separate, own should be read in conjunction with the Representations made by the Begbroke & Greenbelt Campaign. "BYG". 1. This expansion is due to Oxford City Council's unmet housing needs which currently is not substantiated and should be revised in the light of Brexit and the government predicted housing requirement adjustment. 2. The GB is a designated area even declared by CDC in The Cherwell Local Plan 2011-2031, and should be protected at all costs. These plans do not constitute exceptional circumstances for building on GB land. There are many other identified brownfield sites in and around Oxford that could be used. 3. Traffic on the A44 is already dire without an increase of a further 8000 plus vehicles on the road. Traffic jams occur at different times of the day caused by sheer weight of traffic which is confined by the railway bridge and canal causing bottlenecks. 4. The closure of Sandy Lane is diabolical. The road is used on a daily basis and the increased route caused by closure does not comply with the need to be conscious of air pollution, which is already a problem in Oxford and the surrounding areas. 5. Doctors and schools are already struggling, with a shortage of doctors and teachers unable to afford housing in the area. This will only get worse. The amount of affordable houses developers build is just a token gesture. With amazing wildlife the GB areas are regularly utilised by villagers for fresh air, peace, nature watching, exercise, farming, etc. Obesity is on the rise in this country and wildlife is in decline and it is our duty to protect these valuable areas of our countryside. Without these beautiful green spaces we will become one large suburb of Oxford without the need for local councils!</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>I would like the Begbroke and Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0447 | 09/10/2017 | David | Hipkiss | | N | N | N | Y |
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1127

Comments

There are many failings in the proposed submission but most of all it is clear that the submission is based on out of date data, a gross misrepresentation of fact of there being any form of exceptional reason to build on the Green Belt, and a collusion between Developers, the University of Oxford and the Councils of all kinds to use the purported exceptional reason of unmet housing need in Oxford, purely to expand the Begbroke Science Park which in itself it can not do without a change in the designation of the Green Belt it sites within. Of course if changed, the designation changes forever with mass high density housing in the form of a 'New Urban Neighbourhood' to follow which is neither needed wanted or desired or necessary. It is worthy to note that this linked outcome is highly contingent on land becoming available IF the Green Belt designation is changed. Ergo as it stands there is no actual land available for development and it only would become available if the designation is changed. That such a submission could be based on a contingent tithe that was likely entered into many years ago without wider consultation and consideration of local impact is itself unsound. This so called contract which apparently exists between the University and landowner(s) should be made public and available for update and critique. I need not repeat the valid objections of BYG but I must put significant complaint to the proposed closing of Sandy Lane. It is plainly ridiculous. It is a key arterial communications for my family and all who live in Yarnton to access the services of Kidlington on which we rely. Doctors, Dentists, Banks, Supermarkets, Libraries, Leisure Centres are key items we need to live. Such services will simply not be replicated under the proposed submission. The notion of closing it or turning it into ' a pedestrian/ cycle / wheelchair access route' is quite frankly fanciful. Closing it will mean extended daily journeys of more than 6 miles round trip each way. I suspect however the real reason to propose a close to Sandy Lane is for the Universities desire 'for their researchers not to be disturbed during the building process', it being sufficiently far away from the Science Park as for the vibration of 30 tonne lorries making hundreds of journeys, interfering or ruining their sensitive analytical equipment. The impact on traffic on the A44 in peak hours will result in gridlock. The scheme is unsound and unfunded and wholly contingent on additional capital funding that has not been applied for or won from central government. It is also Unsound to claim that the proposed submission will result in housing for key workers in Oxford City. The vast majority of people passing through the A44 corridor do not work in Oxford City, they work to the South of the City and toward Didcot and Harwell. In closing, I would like to record that Yarnton is in the Green Belt. The Green Belt is special and has to be protected in the interest of all. It is not an 'Urban Neighbourhood' as the submission proudly trumpets the new developments will be nor should it become one. Time and time again we in Yarnton are sacrificed on the basis of that we are in the wrong part of Cherwell (too far south) and too close to Oxford. We get caught in the middle and end up with the worst of both from sporting provision to public transport

Changes Sought

For the reasons I have given above and the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for Inspection.

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place

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| PR-C-0449 | 09/10/2017 | Lynne | Tighe | | | | | |
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1132

Comments

As a local resident of 30 years there has been a huge rise in the volume of traffic and congestion on local main roads. Every work day morning traffic is backed up between the Banbury Road and Sainsbury's roundabouts. The situation is similar between the Pear Tree and Woodstock roundabouts. The proposed road infrastructure plans are scanty and superficial, centring upon extra bus lanes and cycle paths. Traffic will simply grind to a halt. There has been insufficient thought given to the infrastructure needed to support a development of this magnitude. This includes schools, GP and hospital services. It is virtually impossible to park at the JR Hospital. These problems will be exacerbated with the addition of 4000 new homes. It is strongly objected to building on the Green Belt and the creation of a vast urban sprawl between Oxford and Kidlington. It is refuted that this scheme will produce enough affordable housing by Oxford's workers.

Changes Sought

Reasons for Participation

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| PR-C-0450 | 08/10/2017 | Kate & James | Hamilton | | | | | |
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1133

Comments

Oxford City Council needs to radically rethink its housing and transport strategy. Any further development without adequate provision of essential services threatens social cohesion. 1. One of the doctors in the Key Practice, Exeter Hall, Kidlington, told me that 4,400 houses would require an entire new surgery with 6 full-time GPs, and the requisite ancillary staff, its building and access. The current provision is already at breaking point, with waiting lists for appointments from personal experience, standing at up to 6 weeks. 2. As a Senior Citizen I am proud to use the bus services, but it is not always possible. Last Tuesday, driving into Oxford for an 8.45 am appointment took 50 minutes, this is the norm, despite two years of road works at the roundabout at the Banbury Road end of the inner-ring road, itself originally built to ease congestion in the City. A tram-system or monorail such as link Manchester or Porto to their far extended suburbs is feasible: the Banbury and Woodstock Roads provide the perfect loop with St Giles and Frieze Way at head and tail. 3. There are four primary schools already in Kidlington, yet provision for Reception infants this year was wholly unacceptable in one or two of them. With effectively only one secondary school (which our child attended from year 7 to year 13), the provision was skeletal, and even in her time the scaling down of important aspects of the curriculum, and extra-curricular activities was in process, as the school resorted to draconian responses to numbers. There is a sense of defeatism attached to objecting to the sheer scale of development. The issue is a national one, and as such it is highly political. Consultation becomes an agent of anger and frustration when deployed, as it is locally perceived, with cynicism, and there is very little faith in an inspectorate appointed by government. Housing for whom, we ask? The suspicion generally is that this will not be starter homes for young families working locally, who belong in the community with a network of family support who rely on parental and grandparental support to raise young children. The anxiety is that with the coming of the railway it is not so much Oxford's but London's unmet housing need, as has proved to be the case in Bicester. Few people would argue there is not a housing shortage, though when properties stand empty because their intrinsic value is greater as real estate for outside investors, when potential dwellings above commercial properties in town centres remain unused for false economic and health and safety reasons, and students live in accommodation designed for families (a particular problem in Oxford), the shortage is self-inflicted and remediable, and not by building – the easier, more profitable solution - on the Green Belt.

Changes Sought

Reasons for Participation

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| PR-C-0451 | 06/10/2017 | Elaine | Titchmarsh | | | | | N |
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484

Comments

The Green Belt was designated there to prevent urban sprawl of large built-up areas and the coalescence of settlements. The villages of Yarnton, Begbroke and Kidlington are of very different identity and character and from the outbursts of emotions that your proposals have caused they have each expressed that they want to remain as a separate village with their surrounding countryside. The proposed loss of the large area of countryside (the fields, plants and animals, the waterways, etc.) is non-reversible and would deprive people for ever from enjoying this countryside, its walks and nature.. It is not considered that the provision of housing for Oxford City Council to be an 'exceptional circumstance' or an acceptable reason for this loss of Green Belt. The extra traffic from the proposal to add 4400 houses to our locality will greatly impact traffic movement on local roads, particularly the A44. Whilst considering Cherwell DC's road and traffic proposals in this area it looks to be an extremely slow entrance to and exit from North Oxford. Traffic noise and air pollution have greatly increased and the road surfaces have suffered badly. It should be noted that Yarnton suffers from flooding of roads and houses in certain rainy conditions due to water running off land on the west side of Yarnton, within PR51 on Cherwell Local Plan. There is an increasing number of London commuters living in the Oxford area. The recent opening of the Oxford Parkway station is likely to encourage more to this area. If this housing proposal were allowed to materialise, the housing is most likely to provide numerous homes for London commuters rather than for Oxford city workers. Oxford City Council should provide for its people's housing and it should do so without impinging on the Green Belt. We rate-payers in the Cherwell District expect and hope that the District Council which we elected as our representatives to oversee the area will make decisions to the advantage and support of the population in this district. Please re-think this issue and give priority to the views of the District's inhabitants rather than accommodate the unmet housing needs of Oxford City Council.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0452 | 04/10/2017 | Mary | Lunn | | |
| 485 | Comments | | | | |
| Having already made an earlier response to the planned new build in Kidlington on grounds of lack of infrastructure, crowded roads for people working within the ring road travelling from Kidlington to Oxford and reduction of Green Belt with effect on wildlife and local people. The points clearly apply in connection with the land behind the Moors also. However an added key point is the use of land which drains on to the Cherwell river flood plain, thereby exacerbating problems with flooding lower down in the more southerly reaches of the river within Kidlington. Any new housing reduces the capacity of the land which it stands on to absorb rain water and this is particularly difficult in such an area already vulnerable to flooding. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0453 | 03/10/2017 | Alan | Dear | | |
| 486 | Comments | | | | |
| It is believed that the unmet housing needs of Oxford are unproven and that this is currently being recalculated, using new figures issued by the government. There is land that could be used within the Oxford City area. The plans would totally take away the single villages of Yarnton and Begbroke to form an urban sprawl with no identity. The traffic at the moment is horrendous in the mornings and evenings at the pinch point between the Turnpike Public House and Frieze Way in the plans there is no improvement in this section of road. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| There is land that could be used within the Oxford City area. Peartree Park & Ride, if a new one is built at Bladon. Also Showmans land and the Oxford side of the Northern Bypass. Adjacent to Redbridge Park & Ride. | | | | | |
| PR-C-0454 | 22/08/2017 | Hilary | Lord | | N |
| 319 | Comments | | | | |
| Appreciate that more houses are needed - especially for low-earning families, but the proposal for 4,400 is too high and developers do not make enough low-price housing, but are generally more concerned to make high profits. There is already a strain on medical services in Kidlington. The loss of GB land, widely used and appreciated in the Kidlington area, is also a particular concern. Vulnerable wildlife will be at risk and will probably disappear. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0454 | 02/10/2017 | Hilary | Lord | | |
| 487 | Comments | | | | |
| You propose to build 4400 houses in this area for Oxford overspill. It is believed that this is a highly inflated estimate of our housing needs. The government has said recently that this number is not a necessary requirement, and we don't want it for several reasons. As a local Kidlington resident for 44 years, it is known how difficult it is to get medical appointments. Our surgery struggles to accommodate us and appointments are not easy to make. The local schools here are struggling with higher numbers in classes than is recommended. Roads around Kidlington are frequently choked with traffic and many extra houses will compound the situation. Loss of the green belt by building on it causes me the greatest distress. Once we have lost these spaces they can never be recovered and it cannot be stressed enough how necessary they are for the well being of the community. We shall become a vast urban sprawl instead of distinctive ancient and historical villages. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0455 | 02/10/2017 | Bernard E | Brale | | |
| 488 | Comments | | | | |
| The plan proposed by Bloombridge Development Partners to develop land behind The Moors, Kidlington, is completely unacceptable, especially as the land is in the Green Belt, which should be preserved to prevent urban sprawl. Having moved to Kidlington in 1970 it was considered that this was an excellent place to bring up a family as it was close to shops, schools, medical care and other amenities as well as being able to walk across the fields, through the woods and along the river. To lose such an amenity does not bear thinking about. Much of the land is subject to flooding and extra development would surely increase the risk of this happening. The extra traffic from such a development would have a severe impact on the roads serving the area. Cherwell District Council must continue to exclude the area behind the Moors, Kidlington from any development plan and it is urged that you do so. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0456 | 29/09/2017 | Anthony | Frankland | | |
| 489 | Comments | | | | |
| Confirms strong support for Cherwell's decision not to include the Moors land for development. It was the right decision for Kidlington. Is dismayed that Bloombridge still considers the land appropriate for development as it is not for the following reasons: The land is in Green Belt. This is an important landscape for the oldest part of the village. There is risk of flooding. The area is already has a stretched infrastructure. This area is rich with wildlife, putting them at risk. The area is well used by local residents and a reason why many of us choose to live there. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0460 | 02/10/2017 | Danielle | Greenspan | | |
| 495 | Comments | | | | |
| Complete and unequivocal objection to the Cherwell District Councils Plans to build Oxford City housing on the Yarnton and Begbroke greenbelt. In the beginning, it was thought to be an actual consultation and hours were spent exploring greener and more creative options to the housing shortage. Ways were found of using old fashioned 'Ribbon Development' ideas that would allow us to preserve masses of green belt but also free up some areas for eco housing and even self-build plots: all with a nod to smaller and more affordable homes too. Then it was found that this wasn't a consultation at all, there is no discussion; there isn't even a tangible plan. It is just something that you are going to do to us and we have no choice! Even worse, it is based on flawed and out of date information (pre-Brexit data and a discredited SHMA). Objections are: 1. The loss of vast swathes of countryside and wildlife around Yarnton 2. Irreversible harm to the history and identity of the village 3. Traffic gridlock on the A44 - it already takes one hour to get from Yarnton to Cowley each morning and no amount of bendy buses will improve that because there is only room for one lane in each direction over the bridge. 4. Air pollution from said increased and gridlocked traffic 5. Lack of water supply - Thames Water has informed me that water will be brought in from Wales. The reservoir that South Oxford is trying to build is to support the water supply in London - only 20% of it, if it is ever actually built will be allocated to South Oxford. 6. Ironically then - this proposal would also lead to an increased flood risk. 7. Closure of Sandy Lane - this is a busy thoroughfare between Yarnton and Kidlington, its closure would require a 3 - 4 mile detour in either direction - leading to even more traffic on the A44 8. Since this is housing for Oxford City it should be said that this is just too far for public transport in to the city; it would take me more than 2 hours each way, by bus, to get to my office in Cowley. My husband gets to his office in London in 2 hours. This plan would end up being London housing, not Oxford City. 9. Oxford City should be exploring other non-greenbelt sites closer to the city. As well as having higher density targets within the inner city or perhaps building where better infrastructure has already been provided, such as Bicester. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0461 | 02/10/2017 | Mark & Angela | Prosser | |
| 1134 | Comments | | | |
| <p>Objection made to Bloombridge's proposals to push for planning on the land behind The Moors. All the wildlife which is behind The Moors which includes the great crested newts etc. Also this area is renowned to flooding and it is therefore not practicable. The development would exacerbate the flood risk to adjoining housing and land. In particular objection made to Broadfields application to build housing and industrial units behind The Moors, (particularly behind us in Moorlands) this is absolutely ridiculous, the traffic congestion that this would create would be catastrophic.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0462 | 03/10/2017 | Alan & Margaret | Bowers | |
| 1135 | Comments | | | |
| <p>The decision taken not to include the land behind the Moors (Sites PR14 and PR27) was correct. The number of houses and business units proposed would alter the general area and drastically increase the amount of traffic along The Moors Road. Over time The Moors and Mill Street had considerable work carried out installing larger pipework connected to the over worked and overloaded foul drainage system. The increase in volume from the proposed sites would once again increase the chances of having the overflow from the drainage system coming out onto the surface again. The sites that are also in the Green Belt which should be preserved to prevent the sprawl of urban development. The fields which would be used for these sites are a well used amenity by villagers and visitors and this area has long been looked on as a local green space.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0464 | 05/10/2017 | Mrs & Mrs C | Stevens | |
| 1137 | Comments | | | |
| <p>Strong support for The Cherwell District Council decision not to include The Moors land for development by the developer Bloombridge. Too much land in this area has already been taken away from wildlife and any development will only exacerbate the problem. As an example, the development of the Lincroft Meadow Residential Home on land adjoining The Moors and Banbury Road has already displaced a herd of deer, which, in trying to find new 'homes' have frequently been roaming at night around our cul-de-sac and many other streets in the vicinity. This is a sad consequence of too much land being taken away from wildlife for building development, with minimal consideration for the effects.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0466 | 01/10/2017 | Philip | Blackman | |
| 1141 | Comments | | | |
| <p>Referral to the Cherwell Local Plan 2011 - 2031 regarding the proposed development by Bloombridge LLP with reference to the land behind The Moors. Full support is given to Cherwell District Council by the following submitted objections: The site is in the Green Belt which must be preserved to prevent urban sprawl. To preserve village status and as this is part of the oldest areas of the village, we must retain it's landscape and rural outlook. increased risk of flooding as the surrounding area floods regularly. The increased impact on the infrastructure which is already over burdened due to recent developments in the past 10 years. These being the impact on roads and junctions, surface and foul drain and increased traffic around local schools. The damage to our countryside would also mean the loss of our Short Eared Owl, Great Crested Newts and the ever diminishing Skylark.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0467 | 06/10/2017 | Louis | Borucki | |
| 1142 | Comments | | | |
| <p>Objection made in the strongest terms to the proposed development on land behind The Moors by Bloombridge developers for the following reasons: This Green Belt land is used by countless local residents for leisure and recreational purposes and is one of the few areas left untouched in Kidlington. The proposed 300 plus dwellings and small business units could conceivably create an additional 1000 plus daily traffic movements along The Moors. The Moors is already difficult to navigate at peak times, this proposal would make The Moors a gridlocked no go area for large periods of the day. The proposed entry/exit road completely cuts through and will destroy the protected pond which has been proven to be a Great Crested Newt habitat. The proposed entry/exit road will create a complex and very busy junction with The Moors and Benmead Road. The increased traffic volume from such a development will choke The High Street, Green Road, Benmead Road, Evans Lane, The Moors and Banbury Road as new residents travel to their places of work, school etc. These roads are already congested and cannot cope with such increases in volume.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0467 | 06/10/2017 | Louis | Borucki | |
| 1143 | Comments | | | |
| <p>If approved, this development would cause many years of disruption during the construction phase with heavy plant and building supplies lorries using The Moors and surrounding roads to access the single entrance to the site. There is no need for this area to be developed as Cherwell have already earmarked enough land to more than meet current housing requirements of the overestimated Oxford unmet housing need. An objection is also made to the overall plan to build 4400 houses in Kidlington, Yarnton and Begbroke areas on the grounds that the proposed development is far in excess of the Government's latest growth forecast and question the need for development on this scale. It is also felt that the proposed housing density figures for new houses are far too low and that higher density building would result in more affordable housing for local people and cut the number of sites required. This would therefore reduce overall disruption to our local communities greatly.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0469 | 01/10/2017 | Frank G | Salter | |
| 1145 | Comments | | | |
| <p>For all of the reasons put forward objecting to the development of this land at Kidlington, these objections are fully supported and this objection to the proposed development is to be included. This land is unsuitable for development and the exclusion by the council in their Proposed Submission Plan (July 2017) to meet Oxford's Unmet Housing Need was is considered the correct one.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0470 | 05/10/2017 | Michael | Cahill | | | | | |
| 1147 | Comments | | | | | | | |
| <p>It is also felt strongly that Cherwell council should be resisting any pressure being brought to bear with regard to satellite villages becoming swallowed up as part of a 'Greater Oxford'; an action that in the main can only benefit developers and land owners - principally Oxford University. Anyone living in the Kidlington area is acutely aware of the chronic lack of effective road systems in North Oxford area, despite significant recent expenditure in improving the Oxford ring road to meet current transport difficulties. To inflame this problem by adding significantly more traffic to this already congested area can only further antagonise the local communities. Finally, I do not accept that the planned housing development will do anything significantly to address the key factor of building houses at a cost that will enable new, young individuals to be able to afford to purchase housing and remain in their communities, i.e. Yarnton, Begbroke, Islip, Kidlington, Cutteslowe etc.. If additional housing is required in Oxford City (and undoubtedly it is) then it should be done in a way that strictly precludes the inclusion and adoption of any and all green belt and recreational land, wherever that might occur, and first and foremost must be achieved within the City council's boundaries. No council should be able to sidestep their obligation to meet a planned housing development within their own jurisdiction with the ease in which Oxford City Council have been able to.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0470 | 05/10/2017 | Michael | Cahill | | | | | |
| 1146 | Comments | | | | | | | |
| <p>As someone who was born in Yarnton and lived in the Kidlington area all my life, It is extremely concerning that Cherwell council are proposing to use Green Belt land to help meet the shortfall in Oxford City's proposed land allocation for new housing development. To compound this situation Cherwell council are also proposing to allow the inclusion of recreational sports ground namely, North Oxford Golf Club. In addition, several thousand more use it weekly as an occasional sports facility, with both young and old enjoying the peace and tranquillity offered by this 110 year old institution. This golf course is believed to match all the purposes of the Green Belt as set out in the Government's National Planning Policy Framework. So why are Cherwell council proposing actions that to go against this policy?</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0471 | 08/10/2017 | Richard | Whitlock | | | | N | N |
| 1149 | Comments | | | | | | | |
| <p>It is understandable why Cherwell DC is reluctant to change its recently adopted Local Plan and wants to deal with the question of Oxford's housing needs as a separate and distinct issue to be addressed in the area immediately around Oxford, but no evidence is produced in the draft Review Plan to justify the claim that additional allocations at Bicester would prejudice the adopted Local Plan's proposals. Furthermore, ring-fencing the area around Oxford reduces the options available, inevitably means housing development in the GB, and limits the prospect of achieving the best strategy for the District as a whole. In paragraph 3.18 of the Review Plan the Council says "The Partial Review has been prepared with the understanding that a development strategy based mainly on the 'country towns' approach would not be sufficient to meet both Cherwell's and Oxford's needs." However there is nothing in the Plan that justifies or explains such an "understanding". Also, the statement is made on the basis of the Oxfordshire SHMA figures. If the Government's current proposals for assessing housing need are now followed, the "need" figures for Cherwell District will be significantly lower and the Council's present "understanding" would have to be re-assessed. Ultimately, the question is whether the draft Plan has demonstrated beyond doubt that exceptional circumstances exist for building in the GB and that no alternative option could possibly meet the Plan's objectives. This has not been demonstrated and, as a result, the Plan is unsound.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0471 | 08/10/2017 | Richard | Whitlock | | | | N | N |
| 1150 | Comments | | | | | | | |
| <p>The foreword to the draft Review Plan says "We are of the view that development must be provided so that it is well connected to Oxford and supports the city's economy, universities and its local employment base. In addition, growth must ensure that people have convenient, affordable and sustainable travel opportunities to the city's places of work and to its services and facilities." I agree generally with this broad aim, but the issue is whether there is only one option for meeting it. The Plan goes on to say "We have considered options across the district for achieving this and are of the view that there are clear, exceptional reasons for providing development within the Oxford GB." I most definitely do not agree with this conclusion because, in my view, - at least one other realistic option exists which does not breach GB policy, so exceptional circumstances to allow development in the GB have not been demonstrated; - more housing on the edge of Oxford will cause further harm to the character and setting of an important historic city through increased traffic and pressure for additional facilities in the historic core; - it will lead to urban sprawl and the coalescence of the built up area of Oxford with adjoining settlements to the north, with consequent loss of their separate and unique character; - the scale of housing proposed exceeds local housing needs as calculated by the latest Government advice; - the housing figures proposed are largely based upon an ambition and desire for future employment growth, which is unrealistic and would be harmful to the area; - its sustainability would depend upon significant investment in ambitious alternative means of transport and in other community infrastructure which is unlikely to be forthcoming; - the majority of the developments proposed will be private housing, sold by developers at high market prices and only meeting a general demand for expensive houses in or near to Oxford rather than meeting the real need for social housing.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0471 | 08/10/2017 | Richard | Whitlock | | | | N | N |
| 1148 | Comments | | | | | | | |
| <p>Cherwell Council's reasoning for its preferred strategy is crucial in justifying the Plan's soundness, but the six bullet points set out in paragraph 2.14 of the draft Partial review are brief giving little detail. The Sustainability Appraisal gives more information but is not the clearest of documents. Its findings are not conclusive with some options performing in a similar way and with subjective judgements playing a part. The wording of both the draft Plan and Sustainability Appraisal give the impression, albeit perhaps unfairly, that a decision on the Plan's strategy involved some subjective or political input, rather than being a result of an objective and rigorous planning appraisal. I am not at all convinced by the Plan's analysis of the options. The six reasons in paragraph 2.14 for the choice of strategy are all simplistic, not particularly clear in their meaning, and open to interpretation. I do accept that many of the reasons would apply to some of the options considered by the Council - for example the options for dispersing development around the District or locating it around Banbury - but I don't agree that they would apply to others, particularly development in and around Bicester. The Plan's suggested allocations for housing in the GB would not perform well against some of the points in paragraph 2.14, particularly numbers 2, 3, 4, and 5. The proposed allocations are scattered around the edges of existing communities and it is difficult to see how, compared with Bicester, they would be; - better situated "to assist with the delivery of the Oxford Transport Strategy, in terms of existing sustainable travel connectivity and the opportunity for sustainable commuter travel behaviour"; - more likely "to result in a higher level of commuting to Oxford by private motor vehicle"; - more likely "to result in less affordable transport options for accessing Oxford for potential occupiers of affordable and low cost housing"; and - better at providing "the opportunity for strategic infrastructure investment (e.g. transport and education)". The draft housing allocations might be 'closer' to Oxford, but access from them to the City would be more problematic because of poor transport links. Proposals to improve these links are little advanced, their practicability untested, and are reliant on significant new funding. The draft allocations are also in settlements that are not as well provided with other facilities as Bicester and future residents of these sites would be likely to use their cars to access employment, schools, shopping, and entertainment in Oxford. Reason 6 in paragraph 2.14 seems to be the main reason why the Council has decided to reject the option to locate new development in and around Bicester, saying that "significant new development could not be built at Bicester by 2031 in addition to that in the existing Local Plan" (about 10,000 dwellings resulting from the SHMA process). However, the Inspector's report on Cherwell's 2011-2031 Plan confirmed that the strategy of focusing most new development on the two towns of Bicester and Banbury, rather than it taking place in the smaller settlements, was "clearly the most sustainable strategy for the District". Given the role that Bicester plays already in central Oxfordshire it seems logical to build upon the District's current sustainable strategy when considering how best to meet Oxford's housing needs, especially as the housing need figure both for the District and for Oxford should almost certainly be reduced under the Government's new proposals, leading to fewer houses being needed in Bicester.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0472 | 05/10/2017 | Andrea | Duffy | | | | |
| 1155 | Comments | | | | | | |
| <p>Previous reply to consultation on 8th January 2017 still reflects current opinion: Q1: Don't know, it completely depends of the projected increases in population. This itself depends on the development policies of the council. If the council encourages the growth of jobs, then it will require more housing to house the workers attracted by the employment. Q2: No, don't think that we have that obligation. Oxford City Council has promoted the increase of employment unrelated to its traditional industries, which are in the main linked to the university, by building business parks. Oxford City Centre is already an over congested place, too small to be the centre of a large urban sprawl. Commuting into central Oxford already takes a long time. I am a key worker who could not afford the Oxford prices when I took up my job, Central Oxford's main street environment is very much like that of a large central bus station. My concern is that options A and B will be preferred, focusing on Kidlington which will be chosen as being closer to Oxford hence more attractive to developers. The GB will be destroyed to build more housing developments stuck between arterial roads and rail lines, essential workers deserve better than that. Kidlington is not in an area of outstanding natural beauty, but there are spots just outside the village which must enhance the quality of life of its residents, in particular the nature park along the Cherwell river. Some developments have already encroached on its edge, more would transform it from a nature park to a suburban park visited by an excess of dogs. Q10: We should seek to re-use brownfield sites, some of which may be small, rather than concrete over green fields, therefore smaller sites should be considered. When I referred to Oxford's traditional activities, I omitted to mention the BMW factory which provides non academic and non medical employment to the local population that need it. I believe that this drive to expansion of Oxford is mainly driven by developers who could make a considerable profit from developing land around Oxford. I am not convinced that the housing provided would go to the workers of more modest means who need it the most. Even if there is a respectable proportion of "affordable housing" provided by housing associations, because of the Right to Buy, this housing will be sold off by its resident, and be transferred to the open market, and in a further 30 years, more social housing will be wanted. Oxford should cease to plan for the development of business parks which draw more population, and devote the space to housing for the Oxonians.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0473 | 05/12/2017 | Dianne | Jones | | | | |
| 4987 | Comments | | | | | | |
| <p>Has been a member of North Oxford Golf Club for 22 years. Sad to hear that the site is to be used for building of 650 homes - supposedly 50% of that is affordable homes. There are well over 450 members some are in their later years who enjoy the game of golf and to socialise with members. We are all encouraged to become active in sport for health and well being and here you are taking it away from us. It is a beautiful course and you want use to relocate to Frieze Farm (PR3c) a flat uninteresting, no trees field, which is about 300 yards as the crow flies. Why can't the houses be built on Frieze Farm? Understands the owner of Frieze Farm wants to sell the land for building. The amount of houses to be built in the area and Yarnton, Begbroke and Kidlington is NOT acceptable. The roads in this area will not be able to cope with the amount traffic.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0474 | 09/10/2017 | Dr Igor | Dyson | | | | |
| 1157 | Comments | | | | | | |
| <p>It is believed that the Green Belt's principle must continue to be respected, for the long-term, for overall health of the country. It's been one of the most important, post-war acts, to defend both the "green & pleasant" quality of the land, & the identities of communities. This promotes society's welfare in many more ways than can be defined purely economically. Having been born in Oxford, & growing up & settling in Kidlington, the Green Belt's always been a fundamental part of my identity. While undoubtedly, there's a need for affordable housing, essentially, this is being presented to the public as a done deal; whereas the obvious ambition's to grow commercial opportunities, at the expense of both our natural heritage, & the distinct identities of our villages. What's being argued by Oxford as its "unmet housing need", is really predicated on a corporate desire to grow both business, & the population to service it.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0475 | 29/09/2017 | Kay | Bicknell | | | | |
| 1158 | Comments | | | | | | |
| <p>Protests strongly about the ridiculous plans to build houses on the golf course. If you must build on green belt land in Kidlington, why not build on the opposite side of the road?</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0476 | 08/10/2017 | Marjorie | Bradley | | | N | Y |
| 1161 | Comments | | | | | | |
| <p>Impact on Begbroke & Yarnton: The proximity of Kidlington to Yarnton and Begbroke, and the proposed development plans, would ultimately lead to a merger of the three. Residents would be living in an urban environments rather than in village setting with countryside surroundings.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| <p>Would like the Begbroke and Yarnton Green Belt Campaign (BYG) to act as my representative during the examination by the Planning Inspector.</p> | | | | | | | |
| PR-C-0476 | 08/10/2017 | Marjorie | Bradley | | | N | Y |
| 1160 | Comments | | | | | | |
| <p>Transport: The A44 corridor is already congested. As a resident of Yarnton I have frequently experienced lengthy delays, indeed it can literally be impossible on occasions to get out of Yarnton by car towards Woodstock and Oxford. At these times the only possibility is to travel to Kidlington via Sandy Lane. The closure of Sandy Lane to through traffic would have an impact on many Yarnton residents who use it on a frequent basis to access shops, banks and other basic essential services in Kidlington.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| <p>Would like the Begbroke and Yarnton Green Belt Campaign (BYG) to act as my representative during the examination by the Planning Inspector.</p> | | | | | | | |
| PR-C-0476 | 08/10/2017 | Marjorie | Bradley | | | N | Y |
| 1159 | Comments | | | | | | |
| <p>The proposed submission plan is unsound, not positively prepared, not justified and not effective. Green Belt: The plans challenge, indeed contravene the very purposes of Green Belt as defined in the NPPF. In addition, Cherwell's own policy on Green Belt development (Policy ESD14: Oxford Green Belt) specifically states that ribbon development and urban sprawl are to be checked and that the coalescence of settlements is to be prevented. Exceptional circumstances are unproven in this instance for the proposed removal of land from the Green Belt.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| <p>Would like the Begbroke and Yarnton Green Belt Campaign (BYG) to act as my representative during the examination by the Planning Inspector.</p> | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0478 | 28/09/2017 | Janet | Bull and Family | | |
| 1163 | Comments | | | | |
| As a concerned resident of Yarnton it is extremely disturbing of the thought of thousands of houses being built on our doorstep, sucking up the Green Belt. It is felt that you have turned your back on the many requests and opinions of the many residents in your ward. 100% Support is given to Linda Ward's open e-mail dated 25th September 2017. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0479 | 28/09/2017 | Carolyn | Hicks | | |
| 1164 | Comments | | | | |
| Absolute endorsement is given to the views of all the Yarnton and Kidlington public. It is abominable to even think of taking away the Green Belt. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0480 | 05/10/2017 | Elizabeth | Leckie | | |
| 1165 | Comments | | | | |
| The SHMA figures for Oxford 'unmet housing needs' are far too high and this is being confirmed by the government's new method for working out levels of housing need. In these circumstances, irresponsible plans to build on the Green Belt north of Oxford should be scrapped or, at the very least, subjected to a moratorium pending a rethink. This is a matter of major and long term importance and you have a responsibility to stand up to the developers and have a genuine rethink. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0481 | 06/10/2017 | Mark | Rowan-Hull & Family | | N |
| 1596 | Comments | | | | |
| My family and I have lived in and around Oxford for 25 years, raising our family in Begbroke. Both my wife (a Research Scientist) and myself (an Artist) who work at home and at the University, are alarmed and feel well qualified to offer a passionate plea on the proposed development. As a family we are involved in preserving wildlife in Begbroke, looking after woodland taking great lengths (both financially and via employment) to reinstate the natural surrounding landscape. Whilst understanding the need for housing (though the statistics are questionable with no explanation offered within the document) the 'unmet' need is most certainly within the City of Oxford. This failing rests firmly with the City Council and especially with the University, who have spared no expense in the erection of many new university buildings, some of which are little used. They also own many buildings which could be used for housing and are not. Large swathes of GB land, including the landscape around Begbroke, are also owned by the University. It is wholly unfair that they are trying to put pressure on all surrounding areas in an attempt to cover up their own short sightedness and failings. The University estates have resolutely refused at all times over many years to entertain any possibility of selling land, citing the land as strategic for the college, looking after the GB , surrounding area, and character of the village of Begbroke. This document and the previous one show this as duplicitous and contradictory to these assertions and actions. Therefore questioning the motives for countenancing even the possibility for this development around Begbroke Science Park, changing the precious infrastructure for generations to come, and suggest that motive is financial gain rather than unmet housing need. "Affordable housing" itself currently a term in question, as the wider economic landscape renders the term redundant. Proposals in this plan are mistaken and would completely undermine the natural beauty and fabric of the area (documented in the Doomsday Book). It places great strain and unnecessary pressures on its infrastructure, biodiversity and its unrivalled, unfettered views across ancient ridge and furrow land surrounding Begbroke Wood containing beautiful rare untouched meadowland with hedges and streams for a huge variety of animals and wildlife, enjoyed by many local walkers. With regard to Begbroke being fully connected to Oxford, the cycle path from Begbroke to Oxford is woefully inadequate and dangerous, involving crossing the A34. Even if it were to be updated, Begbroke is 8 miles from the centre of Oxford and travelling in each morning is extremely difficult. At present, the cycle path is largely unused. The A44 is jammed each and every morning suggesting overwhelmingly that the area is not coping with traffic. Development of the scale suggested would place an even greater burden on what is already a great problem. Begbroke itself offers the first area outside of Oxford of complete protected GB. To develop on this land would set an unprecedented danger to the character of the landscape in such close proximity to Oxford. This beautiful, special and unique place should be vehemently protected. It is a unique place to look over Oxford and out to the Chilterns. There is no other place like it and this is the wrong place to consider developing. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0481 | 28/09/2017 | Mark & Dr Autumn | Rowan-Hull | | |
| 1166 | Comments | | | | |
| Increasing concern of the initial plans to make way for development around the village of Begbroke. The existing plan allows for encroachment into this very sensitive site which contains much beautiful wildlife and is a refuge for visitors to Oxford and its surrounds. There is indeed much land immediately surrounding Oxford and around the airport and indeed elsewhere which are far more suitable. This reasoning seems to show scant regard for extremely important matters such as existing Infrastructure (the A44 is currently jammed every day), the Green Belt (where surveys have shown rare ecology and wildlife. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0482 | 28/09/2017 | Harry & Nancy | Carrier | | |
| 1167 | Comments | | | | |
| Support given to the open letter of (KDW by Linda Ward). It is felt that after attending the open meeting at Kidlington Parish Council public meeting on 21st September, the leader of CDC has no concern for the problems and fears that exists by residents of the subject villages. This lack of concern, and the half baked solutions proposed, goes against CDC's original plans to recognise and protect the Green Belt. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0483 | 29/09/2017 | Jonathan & Dr Felicity | Greenspan & Miller | | |
| 1168 | Comments | | | | |
| Strong opposition to the current plans to increase the number of houses in the Yarnton and Begbroke areas. Suggesting that there would be a 1.2% increase in traffic on the A44 is a foolish and indefensible number that shows not only is the data incorrect but there has been no actual thought that has gone into this plan. There has been no concerted effort to protect the Greenbelt and building thousands of houses in a small area will turn the roads into gridlock. Further concern is given to the lack of adequate water supply, damage to the air quality, the depreciation of existing properties and the inconvenience to residents and commuters. It is hoped that the opinions and concerns of the locals who will be affected by the plan are listened to. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0484 | 27/09/2017 | Dr Michael | Greenspan | | | | | |
| 1169 | Comments | | | | | | | |
| <p>Objection to Cherwell District plans to increase the housing in Yarnton and Begbroke areas. The entire case appears to be based on assumptions about oxford's unmet housing need that it is believed was based on a flawed SHMA methodology which it is understood has been revised down thereby invalidating the entire basis of the plan. Specific objections made for the following reasons: 1) Reduction of greenbelt leading to less wildlife 2) Overly optimistic assumptions about traffic and infrastructure-based remediation 3) Inadequate local water supply</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0485 | 02/10/2017 | Stewart | Patience | Anglian Water Services Ltd | | | | |
| 1170 | Comments | | | | | | | |
| <p>Anglian Water Services Limited is the sewerage undertaker for the parishes of Ardley, Cottisford, Finmere, Fringford, Fritwell, Godington, Hardwick with Tusmore, Hethe, Mixbury, Newton Purcell with Shelswell, Somerton, Stoke Lyne and Stratton Audley within Cherwell District. It is noted that Part 1 Partial Review identifies 7 specific sites for delivering 4,400 homes. However it appears that these sites are located in parishes outside of our area of responsibility. Therefore we have no comments relating to the content of the Local Plan 1 Partial Review.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0488 | 06/10/2017 | John | Pilgrim | | | | | N |
| 1230 | Comments | | | | | | | |
| <p>The Consultation on the Proposed Submission Plan has, like its predecessor, been poorly publicised. Planning the consultation process for the main holiday period was very disappointing and the public (which the council exists to serve) only had the opportunity to comment due to intervention by our local MP and Kidlington Development Watch which forced Cherwell to extend the consultation period. Cherwell should have done more – via Cherwell Link article and all other means available, to raise public awareness of the possible loss of Green Belt via this proposed revision of the local plan. The consultation papers are over long and difficult to assimilate in a short time. It is understood that the Council does have discretion on the timing of a public consultation. Choosing to hold the consultation and public exhibition in Kidlington over the summer holiday period was unreasonable. Cherwell District Council appears to be more concerned with following the process of consultation than considering the views of local residents and acting on what people are telling them. This was borne out by Councillor Wood's shameful performance at the Kidlington Parish Council public meeting on 21st September. Councillor Wood appears to have no regard for the probity of the Council's conduct of an evidence based process and for public scrutiny. It is most important to be sure the housing assessment estimate is as accurate as possible. So much relies on it. The initial Local Plan Examination in Public saw Cherwell's case thrown out for not meeting newly revised Strategic Housing Market Assessment targets. Not one of the Council's twenty four questions mentioned the GB or asks about the acceptability of development in the GB – perhaps the most important matter of all. The Council must act professionally this time and take account of new lower government estimates of housing need. In conclusion wish to emphasise that object in principle to building on the Green Belt and consider that the excessive and overwhelming housing development proposed is unjustified, unsustainable and totally unacceptable. There are alternative sites available in Oxford which are more suitable for Oxford's requirements and their development will have the benefit of assisting in urban regeneration in the city by encouraging the recycling of derelict and other urban land.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0490 | 28/09/2017 | Peter | Green | | | | | |
| 1176 | Comments | | | | | | | |
| <p>Complete agreement is given with everything stated by Linda Ward in her letter of the 26th of September. The Green Belt land north of Oxford must stay as Green Belt land as it is the future of further generations. Being a resident of Yarnton it is not understood why the residents should lose all that they enjoy here to alleviate the so-called problems of Oxford City Council.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0491 | 29/08/2017 | Geoff | Herbert | | | | | |
| 880 | Comments | | | | | | | |
| <p>View on Land North and South of Milton Road is that....The reasons for not including this land should be fully explained.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0491 | 28/09/2017 | Geoff | Herbert | | | | | |
| 1177 | Comments | | | | | | | |
| <p>Endorsement given to the views as stated in the open letter sent by Linda Ward of KDW.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0492 | 03/10/2017 | Karl | Bushell | | | | | |
| 1178 | Comments | | | | | | | |
| <p>Full support is given to the letter/email sent by Linda Ward suggesting that you need to put a stop to the current plan and start listening to the individuals that live in Kidlington, Yarnton and Begbroke. The information provided clearly shows that the development is not required.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0495 | 05/10/2017 | Bridget & John | Watson & English | | | | | |
| 1181 | Comments | | | | | | | |
| <p>Totally against any erosion of the Green Belt in this area as it was to preserve the individual identities of settlements and prevent urban sprawl. It seems questionable that the projected housing need in Cherwell to "meet Oxford's unmet housing need" is an accurate assessment of the requirements in view of the latest government calculations indicating that the projected numbers of new houses required is not as great as originally suggested. Regarding the "unmet housing need of Oxford City Council", it appears that there is more than sufficient 'brown field' land within the city boundaries where housing development could take place, using land for housing rather than giving this over to the ever increasing office/commercial development within the city. Concern is also the impact a development of this scale would have on the already heavily congested road system and the pressure it would place on local services, doctors' surgeries, schools, local amenities, etc. Urge you to reconsider the scale of the Proposal and ensure that our Green Belt is protected.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0497 | 08/10/2017 | Philip | Towler | | | | | N |
| 1186 | Comments | | | | | | | |
| <p>The proposed developments will do little or nothing to address the evident need for 'affordable' housing in and around Oxford. CDC claims that its 'vision' is for half of all houses built on the GB to be 'affordable'. However, experience has shown that CDC and other councils all too easily renege on their promises for 'affordable' housing when developers offer even lame excuses. The fact is that developers are interested in serving the profitable London commuter and buy-to-let markets. OCC Leader, Bob Price, has even admitted (possibly in an unguarded moment) that new housing in the proposed areas would be very attractive to London commuters. OCC should be doing all in its power to create new, truly affordable housing for its key workers, but fails to do so: for example, OCC accepted just 20% affordable units at Templar Square. Heard CDC Leader Barry Wood say recently on television that there must be at least 30% affordable housing in all new developments in Cherwell. However, the Council's own figures show that it has consistently failed to meet this 'target', under pressure from developers.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0497 | 08/10/2017 | Philip | Towler | | | | | N |
| 1187 | Comments | | | | | | | |
| <p>I have become increasingly vexed by the public pronouncements of local councillors relating to this matter. CDC councillors in particular appear to be focused chiefly on showing that they have followed proper procedure, rather than discussing in an open manner the merits of their proposals. At a recent public meeting at Kidlington's Exeter Hall, CDC Leader Barry Wood defended the Council's position by stating: "You have to understand we're up against very rich developers who employ extremely good lawyers", and encouraged anyone who wanted to object to focus on proving that CDC had not followed the correct procedure when drafting its proposals. This tells the public that Cherwell councillors are mostly concerned with protecting themselves from official/judicial criticism in the event of a legal challenge by developers. It is extremely disappointing that councillors seem to have little interest in (a) looking at the wider question of whether the proposals are actually necessary or desirable for their local communities, or (b) taking seriously their responsibility to act in the interests of the residents whose interests they are supposed to be representing. . If you nevertheless proceed with these ill-conceived proposals regardless, you will risk destroying forever the special environment of Kidlington, Yarnton and north Oxford, leaving behind a bitter legacy which future generations will neither understand nor forgive you for.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0498 | 09/10/2017 | Audrey | O'Mahony | Banbury Town Council | | | | |
| 1188 | Comments | | | | | | | |
| <p>Banbury Town Council have no further representations to make at this time on the proposed submission documents.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0501 | 29/09/2017 | John | Hughes | | | | | |
| 1193 | Comments | | | | | | | |
| <p>Strong agreement in decision not to include the Moors land for development. Many reasons include flood issues, inadequate local infrastructure and damage to countryside and wildlife.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0502 | 08/10/2017 | Mr Berwyn | Jones | | N | N | N | Y |
| 1194 | Comments | | | | | | | |
| <p>Main concern is around the destruction of countryside and the effect this will have on both wildlife and local residents. The green belt around Oxford supports a diverse range of plants and animals, who rely on the hedgerows, woods and fields that would be lost as part of this development. In addition to this, having open countryside in close proximity to villages such as Kidlington, Yarnton and Begbroke (as well as North Oxford) is an important factor in supporting local residents' mental health and well-being. The local footpaths and lanes are well used by walkers, riders and cyclists and without these, local residents will be left with nowhere to go to enjoy the great outdoors. Understanding is that the green belt can only be built on in exceptional circumstances. However, recently read an article in the Oxford Mail saying there were 4,400 unoccupied homes in Oxfordshire, with the number on the rise. Surely with this being the case, it is impossible to argue that an exceptional circumstance should be made for the proposed developments around Kidlington, Yarnton and Begbroke! Furthermore, as has been widely reported in the press recently, the number of new houses put forward is based on an old calculation method. The new method means that Oxford needs half as many houses as previously thought. Therefore there is absolutely no justification to build on the green belt and there are certainly no exceptional circumstances to allow this. Potential for flooding am concerned about the potential for flooding as a result of large scale development in the area. Both a river and canal go through the proposed sites near Begbroke, Kidlington and Yarnton, as well as a brook. Know from speaking to neighbours that some gardens in Begbroke already flood as a result of the brook and large-scale development could make this catastrophically worse. Destruction of important historical sites Begbroke is an incredibly old village (mentioned in the Domesday Book) and the proposed developments will essentially merge this historic village with Kidlington and Yarnton, hence destroying its identity. Severe negative impact on local services Have lost a number of bus services over the past few years and the cycling infrastructure in and around Begbroke, Yarnton and Kidlington is in desperate need of regeneration. As a result, the traffic in and out of Oxford can be extremely heavy during peak periods and any new development will only make this worse. In addition to this, our local Health Service is already stretched. My neighbour had to wait three weeks for an appointment recently and given his age and poor health, this is not good enough. Again, any new development will only make this worse.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Plan cannot be made legally compliant or sound and should therefore not be submitted for inspection. | | | | I would like the Begbroke and Yarnton GB campaign to represent me at the Examination should it take place. | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0504 | 06/10/2017 | Mrs Heddwen | Hewis | | | | N | Y |
| 1198 | <p>Comments</p> <p>Strong opposition to building on GB to meet Oxford City's unmet housing need based on a gross over estimation. There are many reasons to oppose these large scale development proposals: 1. Loss of valuable GB. 2. Inadequate infrastructure - detrimental impact on already congested roads. 3. Flooding. 4. Health grounds - serious concerns on this issue. GB land is paramount for health and well-being of residents. Fundamental aim of GB is to prevent urban sprawl with essential characteristics of openness and permanence. GB provides our vital "breathing lungs" World Health Organisation listed Oxford City amongst the top ten most heavily polluted cities across the United Kingdom. Absence of heavy industry in the area attributes toxic pollutants directly to volume of traffic. More houses will increase this significantly bringing serious health implications. Air pollutions of this nature is responsible for over 40,000 premature deaths per year in our country. Is this the legacy you wish to hand down to future generations of this "Green and Pleasant Land"? It is now your responsibility. If you wish to retain our green belt and respect our environment act responsibly and give serious considerations to the future health and well being of its residents.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>I would like the Begbroke and Yarnton GB Campaign to act as my representative during the Examination by the Planning Inspector.</p> | | | | | | | |
| PR-C-0506 | 07/10/2017 | David | Blowers | | | | N | |
| 1205 | <p>Comments</p> <p>Kidlington, Gosford and Water Eaton will become part of a vast urban sprawl encompassing north Oxford, Cutteslowe, Wolvercote, Begbroke and Yarnton. Very few of the new houses would be 'affordable' in reality. Predicted prices for so called starter homes at Barton Park are already beyond the reach of first-time buyers. Most houses are likely to serve the London commuter and buy to let markets, Kidlington's young people and the county's key workers won't get affordable housing. Underfunded public services, already struggling will get worse. Traffic congestion and air pollution will worsen. Construction traffic and road works will add to the chaos for years. Sites rejected by Cherwell at this stage are still vulnerable. Support for the sites Cherwell has already rejected around Kidlington, particularly those on flood plains - the developers will be making strong representations to have them reinstated. Water supplies will be overstretched and infrastructure plans are not positively prepared regarding this. The people of this area are firmly against these plans.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0507 | 08/10/2017 | Bridget | Atkins | | | | | |
| 1209 | <p>Comments</p> <p>Support for Cherwell District Council's decision that the land behind the Moors in Kidlington should not be developed on. This site is in GB which should be preserved for the wellbeing of residents and the countryside (thereby the wellbeing of the wider population, wildlife and climate). Fields are used by Kidlington residents for walking, cycling, enjoying the countryside. Have all seen the fields being the Moors flood regularly. Further development would increase the risk of flooding. The views need protecting (property developers are already guilty of putting up new rapid growing tall hedgerows to deliberately obscure views across the countryside). The area is one of natural beauty and a conservation area - with listed buildings including St Mary's Church. It must be conserved. It is not for this generation to spoil it for the next.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0509 | 06/10/2017 | Laura, John & Benito | Wainwright | | | | | |
| 1213 | <p>Comments</p> <p>Strong support for Cherwell District Council's rejection of countryside that extends from behind the Moors as a development site. It is GB land and is described in the Inspector's Report of 1991 as "an area of High Landscape Value". The Kidlington Framework Masterplan (2016) designates this area as a 'green corridor' which it annotates "Protect high quality setting" on the accompanying plan (11.0/12.0,p.79). The Oxfordshire Wildlife and Landscape Study declared these meadows and woodland to be national priority habitats for nature conservation. They shelter several protected habitats; badgers and their setts, great crested newts. They are also home to roe deer, muntjac deer, foxes, grass snakes and many priority bird species: bullfinch and song thrush. As well as many wild flowers, some quite rare. These fields are prone to flooding which would seriously affect any houses built there as well as aggravating the flood risk to existing houses nearby, including those in the conservation area near St. Mary's Church. The volume of traffic generated by development would completely destroy the character of this pleasant semi-rural road. Residential Benmead Road would also become a major traffic thoroughfare. This is a narrow road and the large increase in traffic would present major danger to children at the primary school and nursery.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0509 | 08/08/2017 | John, Laura & Benito | Wainwright | | | | N | |
| 2523 | <p>Comments</p> <p>4,400 houses is unrealistic. Oxfords growth figures based on the SHMA report are inflated. If Oxford thinks it has a housing problem, it shouldn't be developing new business parks such i.e. Northern Gateway providing 8000 new jobs when unemployment isn't a problem in this area. This will exacerbate housing demand! If there is a housing problem, this land should be used for housing. Green Belt should be protected and to meet the 5 purposes of the Green Belt. It would be a tragedy to destroy this around Kidlington, depriving locals of beautiful countryside and walks, and destroying habitats for wildlife and increasing pollution. Once Green Belt is built on it, it's lost forever. It would be the thin end of the wedge in developing even more Green Belt. An environmental tragedy. CDCs 2016 Kidlington Framework Master Plan itself refers to "this high quality & varied landscape character" of Kidlington's Green Belt (para 3.7). An urban sprawl would result around North Oxford and Kidlington. There is no infrastructure in place to cope with doubling Kidlington's population. Traffic congestion on Kidlington's main road, already bad, would worsen. There would be pressure on Schools and health services, already stretched, and air pollution from more vehicles would be a serious health threat. It is inevitable on past form that many of the homes would be bought by buy-to-let landlords and London commuters, rather than locals, due to Oxford Parkway station.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0509 | 06/10/2017 | Laura, John & Benito | Wainwright | | | | N | |
| 1215 | <p>Comments</p> <p>Houses affordable for local people? Past form shows that new homes would not be affordable for young people or local workers. Developers are consistently allowed to renege on affordable housing quotas. Local GB would be ravaged to benefit London commuters and opportunist buy-to-let landlords. Kidlington Framework Masterplan describes Kidlington's "distinctive character as a village set in the landscape" (12/2). This would be irredeemably lost if these proposals to build on local GB ever came to fruition. Proposed submission plan is unsound unjustified and potentially an environmental tragedy for Kidlington and the surrounding areas.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0510 | 08/10/2017 | Rachel | Walton | | | | N | |
| 1222 | <p>Comments</p> <p>Suggested sites are currently prone to flooding and sewerage and water supplies are already at full stretch with current population usage. Proximity of Oxford Parkway Station makes it likely that houses will be brought by London commuters, not local people who will not be able to afford the prohibitive prices. Previous developments suggest that any affordable housing targets will not be met by developers. Objection as the impact of this housing development has not been quantified and will amalgamate these villages into one huge urban sprawl changing the way of life of current residents. Accessibility of Local Plan is difficult for ordinary people to wade through with complex planning jargon. This will have put off may residents who may have wished to respond.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0511 | 25/09/2017 | Steven | Daggitt | | | | | |
| 925 | <p>Comments</p> <p>Objection - An extra 4,400 houses north of the city is not sustainable and will mean that: - traffic problems will get much worse- Health, Social and other services will be stretched beyond breaking point- open countryside in the green belt will be sacrificed- countryside walks and views will be lost - natural habitats will be destroyed- our quality of life will suffer, air, noise and light pollution will increaseThe 4,400 is based on dubious calculations which have been heavily criticised since they were made public. They rely on assumptions of very high growth in jobs around Oxford requiring many people to move into the county. The Green Belt around Kidlington is much appreciated and enjoyed by large numbers of local residents. It also helps to protect the historic city of Oxford from the effects of over-development. Understand that GB is a permanent designation and that Government guidance states that unmet housing need is not a reason for building in the Green Belt. The Government's Manifesto promise and Cherwell's existing policy to protect the Green Belt must be upheld. The idea of "Green Belt Review" makes a mockery of the concept and purpose of the Green Belt. How can the Green Belt stop urban sprawl if its boundaries can be moved when they are considered inconvenient? There are also better alternatives to housing development in the Green Belt including making better use of previously developed land in Oxford and using some proposed employment sites in the city for housing instead.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0514 | 02/10/2017 | Dr Stephen | Lunn | | | | N | |
| 1232 | <p>Comments</p> <p>Everyone knows that the housing targets were invented by committees dominated by construction industry appointees and do not represent reality. There is no demonstrated need for these GB Housing developments and to this extent the Plan has no foundation in reality. Thus it is unsound.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Drop development of GB land.</p> | | | | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
| 1256 | <p>Comments</p> <p>A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions are quoted in the letter.The proposals are none of the mentioned exceptions..The exceptions may be acceptable if limited. (Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development) Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:● mineral extraction● engineering operations;● local transport infrastructure which can demonstrate a requirement for a Green Belt location;● the re-use of buildings provided that the buildings are of permanent and substantial construction; and● development brought forward under a Community Right to Build Order. Housing and extension of Begbroke Science Park are not in the acceptable list. These proposals are unsound and cannot be justified. Removal of parts of and building so extensively on the Green Belt cannot be justified. There are no exceptional reasons for doing so when alternative sites are available. Employment and housing are inappropriate developments. National Planning Policy - The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness andtheir permanence.d. It will mean coalescence of villages ruining their identities. These proposals are unsound and cannot be justified. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.f. A local planning authority should regard the construction of new buildings as inappropriate in Green Belt.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say.</p> | | | | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
| 1259 | <p>Comments</p> <p>Flooding can be a major problem. Despite assurances – additional building is bound to increase pressure on streams such as Rowel Brook and the ability of fields to drain. 1853 Sanitary survey of Yarnton was carried out for several reasons – one of which was low lying land subject to flooding. Mead Farm of 272 acres was susceptible to flooding After the last housebuilding off Cassington Rd – tankers were regularly pumping water from ditches to prevent flooding Detailed Flood Risk Area map is provided as are pictures of Rowel Brook overflowing in to Oxford Canal. Flood pictures are provided for Begbroke Pumping Station FP 7 and Science Park - Begbroke East and a house in Begbroke west - Begbroke Roundabout and local fields - Extreme flooding Footpath 5 and Churchyard.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say.</p> | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
| 1250 | Comments | | | Gives pictures in the letter to demonstrates Sites PR9 PR8 & PR3e together rather than in isolation and the devastating effect on the green belt. Does policy PR3e protect Begbroke? No. | | | | |
| | Changes Sought | | | Reasons for Participation Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | |
| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
| 1266 | Comments | | | What does Begbroke gain? Absolutely Nothing.- A loss of green belt and open spaces that have existed for many years (recorded in BPC minutes February 1957)- No controlled pedestrian crossing in the village on increasingly busy roads.- More problems for residents with access/egress to the A44- Difficulties getting to work.- The proposed local centre has been placed in Yarnton parish near to old entrance to science park and a great distance from Begbroke Village.- No nearby retail or facilities for Begbroke – but two in Yarnton.- The loss of existing green space- Loss of habitat for wildlife What benefits are there for Begbroke? None.- Loss of Green belt- Loss of views in every direction- Development encroaching on the village- Begbroke Science Park expansion- Worsening traffic - everywhere- Increased nearby populations resulting in pressures on services.- Increased pressure on reduced open space.- Increased pollution- Pressure on the Oxford Canal. Begbroke are mostly against these proposals. We feel there are some limited opportunities for small housing developments in line with the NPPF e.g. Yarnton Nurseries, brownfield site off Begbroke Crescent, possible flat type rental accommodation for workers at Begbroke Science park and Vans for Bands site in Begbroke. Conclusions: This Cherwell Local Plan 2011-2013 (part 1) partial review is a clear message to the various site proposers to build on Green Belt. There is no guarantee of future green belt erosion – see page 151 policy PR12b – “CDC has taken a formal decision that additional land beyond that allocated in the review is required to ensure the requisite housing supply” Well Begbroke, its residents and neighbouring villages are sending you a message– These plans are unsound, not justified and will forever change the local landscape, lifestyle and amenities for our descendants No building on our Green Belt - withdraw the proposal N OW | | | | |
| | Changes Sought | | | Reasons for Participation Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say. | | | | |
| PR-C-0517 | 25/09/2017 | Malcolm | Goodspeed | | | | | |
| 1235 | Comments | | | Concern as a Kidlington resident about the possible housing development, not least in GB south of Kidlington. 1. Chief concern is that the proportion of affordable housing is far too small and the developers do not build affordable houses even to the percentage required by government. Houses are needed for key workers and other essential operatives, who cannot currently afford to enter the property market even with low interest rates, to sustain and increase the infrastructure of our communities. 2. This loss of GB will lose the distinction between Kidlington and Oxford and the village will simply become a suburb of Oxford. 3. The merging of Kidlington, Begbroke and Yarnton will considerably diminish the distinct character of the villages. 4. Oxford City should provide more units to meet its own needs. There are numerous sites they could build on, particularly if they used the college sports field. These are used to a minimum level and doubling up could release acres of land for building. | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0517 | 24/08/2017 | Malcolm | Goodspeed | | | | | |
| 1004 | Comments | | | As a resident of Kidlington, asks for the following points to be considered: Developers indicate that they cannot afford to build affordable housing while making exorbitant profits by building luxury houses. So, they paid a sum of money to local authorities in lieu of such housing, who in turn do not build affordable housing. Affordable housing is necessary for key workers in the area who currently cannot afford the costs of mortgages or rents. Key workers include nurses, teachers, care workers and public transport operatives. This is not an exhaustive list. It is accepted that some green belt areas may need to be sacrificed to meet housing needs. However, before agreeing to any figure, Oxford City and particularly the University need to demonstrate that they have made similar sacrifices. Their current estimate of 500 houses within the City boundary is abominably low; have they considered building on some playing fields owned by the colleges? The impact of 4,400 houses on this village would be to add over 70% to the size of the village. Would the infra-structure be built to match this in an area where there is already pressure on primary school places. The amount of housing would radically change the nature of the village and make us just another suburb of the city. | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0520 | 27/09/2017 | Emma | Mundy | | | | | |
| 1246 | Comments | | | Object to building 4,400 new homes on GB in Yarnton, Begbroke & Kidlington. The reasons being; Green Belt - The villages will blend into one urban sprawl. The development, as per attached map, has gone over the Yarnton-Begbroke boundary! Have Oxford City & CDC exhausted all possibilities to find the final area to build on? References made to a previous consideration of a new development in Heyford regarding the urbanisation of rural areas. Flooding - this major issue occurs most years, filling the gardens in Fernhill Rd (photos attached). Wildlife - Rushy Meadows, is an SSSI. Our fields have skylarks, bats & great crested newts. These are important wildlife protection sites. Our Roads won't cope with 2K more cars & only 2 exits onto the A44. Our bus service was reduced due to worsening traffic around Oxford. The additional P & R's & new bus routes from Woodstock completely miss out the A44 at Begbroke/Yarnton. Oxford City should build on its own GB & brownfield sites & use its 2000 empty homes! There is nothing in place for GP's & Schools & where the extra teachers will come from. Barton Park has shown that there will not be affordable housing. When I asked the Cherwell staff what his thoughts on the proposals he said 'it's like a football team, you want your team to win' Really?? These are our homes and they will be here forever not a 90 minute football match! And the staff had no idea about how bad the traffic was during peak times! Once this area has been developed then there's it no going back and once it's gone it's gone. What a shame that this Law was put into place generations ago to stop this actual thing happening, to protect our countryside, wildlife and landscapes and you are allowing it. | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

PR-C-0523 08/10/2017 John & Elizabeth Begley

1270

Comments

As residents of Woodstock for the past 26 years it is felt that the planned additional housing for Woodstock would put further undue stress on local infrastructure and services which are already under pressure. This development is out of all proportion with the size of the town and would destroy the approach to a World Heritage Site, the rural environment, and the historic town of Woodstock would be turned into a suburb of Oxford. This is totally unsustainable. The need for affordable housing for key workers and ease of 'connectivity' are reasons given for developing the A44 corridor - but this will funnel a massive increase in traffic down an already congested road. It is disappointing that Oxford's/Oxfordshire's planning decisions seem at odds with providing for the pressing unmet need: Application for 83 flats providing 73 residences for tenants from the Council's approved list of key workers at a site off William Morris Close in Temple Cowley (inexpensive and easy 'connectivity' for Headington hospitals) - Council recommendation to turn this down. Whereas development of 8 luxury homes just outside the City boundary on the A44 (clearly being marketed to London buyers) was approved by Cherwell. It is unacceptable that rural towns and villages are being asked to accommodate Oxford's unmet need when incoherent decisions such as these are being taken. It is shocking to see the extent to which the National Planning Policy Framework is being allowed to be played and driven by land owners such as Blenheim Estates and Oxford University and developers for their own financial gain, with little consideration for providing the affordable housing that is actually needed in the right location. The scale of this need is based on shifting and nebulous housing numbers, as evidenced by the recent down forecast of Oxford's housing needs. Is this destruction of rural Oxfordshire the legacy we wish to pass on to following generations. If opportunistic landowners and developers continue to dictate planning decisions this will cause irreparable harm to local communities.

Changes Sought

Reasons for Participation

PR-C-0524 27/09/2017 C G Woodforde N

1271

Comments

Submission that the plan as presently proposed is unsound for the following reasons: 1. The sites currently proposed for development are all clustered round Oxford Parkway station. Therefore attractive to households who want to move out of London on cost grounds. The breadwinners in these households will commute to London for work. Therefore the plan will not fulfil its stated purpose of helping to relieve Oxford city's housing shortage. 2. There appear to be no plans to support the development with appropriate public services - adequate roads, schools, doctors etc. In particular, the continuing problems with the Banbury Road and Wolvercote roundabouts will get much worse, thus making the development unattractive to residents working in Oxford. 3. The wish of an overwhelming majority of Kidlington, Yarnton, and Begbroke residents to remain as individual communities, split from Oxford by Green Belt land, has been largely ignored. This is surely unsound on democratic grounds.

Changes Sought

Reasons for Participation

PR-C-0527 08/10/2017 Steven Morris Y N N N

1290

Comments

"The duty to co-operate is not a duty to agree".. However, it is evident from the video put up on the Cherwell District Council Website of June 2017 Cherwell District Council Executive Committee vote on the proposals, that many voting members felt obliged to agree despite having voiced reservations. By not showing worst/mean/best case scenarios within the consultation documents (e.g. the Transport Assessment) there is a clear bias in the proposals which is not addressing adequately their true impact. That is NOT being 'positively prepared' but is instead misleading. Justification is lacking across 3 key underpinning documents: The Strategic Housing Market Assessment uses outdated economic data that is now discredited post-Brexit. It has grossed up 40%+ the housing need (para 3.39) to cater for economic growth which is no longer reasonable or defensible according to IMF, HM Treasury and Office for Budget Responsibility data post-Brexit. The National Planning Policy Framework has been abused. The proposals couldn't be further from the principles of para 80 regarding the GB and there is insufficient justification to cite the "very special circumstances" warranted per para 34 of the National Planning Practice Guidance for such scale of development on the GB. The Transport Assessment (July 2017) has modelled its scenario on the successful delivery of ALL the proposed critical investments listed in Table 8-2, assuming for example that a full bus lane is achievable from Begbroke to Loop Farm roundabout Yarnton (TA Appendix 5.2.2), whereas it admits there is no feasibility study and that it "has a very high cost". TA 8.1 refers to the investments as 'considered necessary and proportionate, if CDC and the eventual site promoters/developers are to support sustainable mobility', yet the absence of a feasibility study renders it very likely a failure to deliver ANY investment in full will cause the Plan to be unsustainable - given the constraints of 1 railway bridge, 1 canal bridge and private properties aligning that proposed new bus lane (A44 Southbound bus lane to Loop Farm Roundabout) it seems highly unlikely that the transport proposals can be met as proposed and that therefore the Plan is unsustainable and unjustified. The effectiveness of the submission is then negated by the lack of proper investigation and feasibility study for all the elements being proposed. It has been done with too much haste. Consistent with National Policy - No. The abuse of the National Planning Policy Framework means that the proposals are NOT consistent with national policy.

Changes Sought

Reasons for Participation

The Plan takes root in the 2014 SHMA which was based on data from 2013. The economic claims of the SHMA were already considered optimistic but have since been overtaken and discredited by Brexit and the consequent downturn in the economy, Unmet housing numbers for Oxford accordingly require a material correction. The scale of the proposed development is excessive and coalesces the villages of Begbroke and Yarnton to form an urban neighbourhood. This is neither necessary (given the overstated unmet housing need) nor an appropriate use of the green belt (per NPPF guidelines for "limited" development which benefits the "local" community). Plans need toning down significantly or dropping altogether. The Transport Assessment (July 2017) makes critical investment recommendations without which the proposals are unsustainable. A key critical investment being the A44 Southbound bus lane from Begbroke to Loop Farm Roundabout has not undergone any feasibility study yet has the constraints of 1 railway bridge, 1 canal bridge and adjacent private properties, making it a very unlikely or otherwise significantly disruptive and costly investment to provide. I suggest a formal feasibility study and costing is a pre-condition before any shovel breaks the dirt on development build. Finally, it is clear that Councils lack power to commit developers to the level of affordable housing that is needed, yet the Local Plan has no merit or credibility if in the end it fails to deliver the requisite level of affordable housing (after adjustment for SHMA correction). The Council and the developers need to be held to account to deliver the mix of affordable and other housing that the public eventually sign up to so, unless Councils are given authority to build for themselves, appropriate Performance Bonds for 5% of development value in favour of the affected parishes should be a pre-condition of any allocation of affordable housing quota in those parishes.

Proposed Submission Plan - General Comments

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| PR-C-0530 | 08/10/2017 | Derek | Taylor | | N | N | N | N |
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1303

Comments

The proposals will have a major impact on transport with extra pressure being placed on already congested roads. The plans for new transport infrastructure deal with the existing needs and do not model the impact of the additional 4,400 houses. These plans will also cost millions of pounds and are currently unfunded. The Rapid Transit system will not pass through either Begbroke or Yarnton but will instead go from the new proposed Park & Ride site at Bladon roundabout to Kidlington along Langford Lane. Traffic that normally passes through Kidlington will be encouraged to use the A44. This means our villages will not be served by the Rapid Transit system and will suffer increased traffic, and that is before considering the new houses. There are hold-ups at the two Yarnton roundabouts during morning and evening times making travelling into Oxford and returning home horrendous. Any additional motors along this route will add to these existing problems. 4400 new houses in these modern time equates to at least 4400 additional cars being used for commuting, travel to the shops, Doctors, schools etc. which will in turn, affect any bus routes/movements. I have trouble daily getting from Cassington Road onto the A44 and have to arrange my travelling time accordingly now. There is insufficient money to mark the road lines or repair potholes and yet consideration is being given to adding more traffic to the already over-burdened roads. The proposal of shutting the road between Yarnton Roundabout and Kidlington (Sandy Lane) is ridiculous. This road is used daily by numerous people as an alternative to going along the A44 and over to the Sainsbury's roundabout (which is often very busy). It is the most direct route from Yarnton & Begbroke to the centre of Kidlington. The transport plans indicate that Sandy Lane will be closed to through traffic at the level crossing. Sandy Lane, by the admission of Oxfordshire County Council and Cherwell District Council, is a well used road. It provides a valuable link between our two villages and Kidlington. There is no public transport option planned to link these villages together with the only option being to travel further by car (which is already being discouraged) or walking or cycling. This is not an option for many people.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

I would like the Begbroke and Yarnton Green belt Campaign to represent me at the Examination should it take place.

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| PR-C-0530 | 08/10/2017 | Derek | Taylor | | N | N | N | N |
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1304

Comments

Flooding in the area is an issue. There are pictures showing the impact to flooding on Yarnton and Begbroke village. If the fields are concreted over, where will the rain water that falls be absorbed? The areas on the edge of the site form part of the flood areas for the Oxford Canal and Rowell Brook. Removing important GB land will only exacerbate the risk and misery that flooding brings to families. Much of Yarnton village relies upon the operation of Sewage Pumps to get rid of foul wastage. There have been problems in the past due to the sewage pumps becoming inoperative, causing flooding of sewage. Have the new properties being envisaged been planned, so as not to add to these problems?

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

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| PR-C-0530 | 08/10/2017 | Derek | Taylor | | N | N | N | N |
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1296

Comments

Impact on Begbroke & Yarnton: Increase in population Yarnton is a village with a population of approximately 2,550 and Begbroke is a village with a population of approximately 780 based on the 2011 Census. There are approximately 1,350 houses in Yarnton and 390 houses in Begbroke. The proposals from CDC will be to build 2,480 new houses on the Green Belt land that currently separates our two villages I DO NOT think that this development is appropriate, especially given its size compared to the current size of Yarnton and Begbroke villages. Merging of villages: The proposed development is entirely on green belt land and would result in there being only a narrow gap separating the villages of Yarnton and Begbroke. This new development crosses the parish boundaries and we estimate that the physical gap between Begbroke and Yarnton will only be approximately 50 metres. There is also only a small gap between this enlarged development and Kidlington, meaning in effect that the three villages are merged into one large conurbation. We estimate the population would be around 30,000. I DO NOT think it is right that the villages of Yarnton and Begbroke are merged together with Kidlington to form a single large conurbation.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

I would like the Begbroke and Yarnton Green belt Campaign to represent me at the Examination should it take place.

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| PR-C-0530 | 08/10/2017 | Derek | Taylor | | N | N | N | N |
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1299

Comments

Housing Density. The housing density of the new developments will be 45 houses per hectare on the main site to the east of the A44. This is 50% higher than the density of the Cresswell Close/Pixey Close/Hay Day Close development in Yarnton a few years ago. Indeed, Cherwell stated when given planning permission that the number of houses on that site must be restricted to prevent over development. I do not understand why the Policy has changed. I DO NOT THINK that this is consistent with the existing community and think that this so called 'landmark development' will jar with the historic villages of Begbroke and Yarnton.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

I would like the Begbroke and Yarnton Green belt Campaign to represent me at the Examination should it take place.

Proposed Submission Plan - General Comments

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| PR-C-0530 | 08/10/2017 | Derek | Taylor | | N | N | N | N |
| 1300 | <p>Comments</p> <p>The five purposes of the Green belt as set out in the NPPF are 1. To check the unrestricted sprawl of large built-up areas - Relevance preventing Oxford City from expanding beyond it's current boundaries and becoming an urban sprawl. 2. To prevent neighbouring towns merging into one another - Relevance the villages of Begbroke and Yarnton would be merged together and also with the village of Kidlington. 3. To assist in safeguarding the countryside from encroachment - Relevance the sites proposed are part of the countryside that currently surrounds our two villages and are high grade agricultural land that is also use for recreational purposes. 4. To preserve the setting and special character of historic towns - Relevance Yarnton and Begbroke have long histories and the proposals threaten their identities and history. 5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land - Relevance There are other sites within Cherwell and the neighbouring districts, including Oxford City, that could accommodate these new houses without needing to remove precious land from the GB. Once GB land is removed, it is lost forever. These plans contravene the purposes of the GB. Cherwell District Council have not considered their own policy on GB development. It is clear that comparison of Policy ESD 14 extracted from The Cherwell Local Plan 2011-2031, Part 1 adopted 20 July 2015 and these proposals are in direct contravention. In particular Yarnton and Begbroke are covered by "policy Villages 1" meaning only certain types of development can happen and is limited to, minor development, infilling and conversions. It is breath-taking reading the above when reviewing the proposals for the new houses on the green belt land around our villages. It is clear these proposals from Cherwell contravene their own Local Plan policy on the Green Belt.</p> <p>Changes Sought</p> <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection</p> <p>Reasons for Participation</p> <p>I would like the Begbroke and Yarnton Green belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |

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| PR-C-0530 | 08/10/2017 | Derek | Taylor | | N | N | N | N |
| 1302 | <p>Comments</p> <p>Land can only be removed from the GB if exceptional circumstances can be demonstrated. None of the twelve points listed by Cherwell District Council in their Proposed Submission Plan constitute the 'exceptional circumstances' needed to remove land from the Oxford GB. Many of these points (such as the strengthening of Kidlington village) have no connection with meeting Oxford's unmet housing needs with these 4,440 houses. Others are spurious. When reviewing the twelve points, consider that these houses are to meet the 'unmet housing need of Oxford'. If this is correct, it is important to look at where the jobs are within Oxford. It is clearly stated within Cherwell's documents that the three major employment areas are focussed on the City Centre, Cowley to the South and Headington to the East. Cowley and Headington combined employ more people than the City Centre. It is also noteworthy that jobs are migrating AWAY from the City Centre to the eastern and southern fringes of the Oxford urban area. The representation lists Cherwell's twelve "exceptional circumstances" as listed in the Proposed Submission Plan commenting that these arguments reverse the Cherwell District Council's own stated policies on the protection of the GB, as well as failing to conform with national guidelines. Cherwell DC has not provided the "exceptional circumstances" needed for removing our GB land as it makes NO sense to locate Oxford's unmet housing needs to the north of the city when the major employment centres are in the east and south. These "exceptional Circumstances" will have a disastrous impact on Traffic movements.</p> <p>Changes Sought</p> <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection</p> <p>Reasons for Participation</p> <p>I would like the Begbroke and Yarnton Green belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |

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| PR-C-0537 | 06/10/2017 | Joan | Tossell | | | | | N |
| 1330 | <p>Comments</p> <p>It has been frustrating to watch CDC's response which has been compliance in accepting Oxford's claim now shown to be unjustified. The resulting has not given proper consideration to alternatives; it is not supported by any meaningful research; it has not addressed appropriate funding and flies in the face of national guidelines on the GB. Councillor Barry Wood addressed a packed hall of Kidlington residents and his best advice seemed to be that we should engage expensive legal teams if we want to fight this plan. In my naive way, I had thought it was CDC's role to support and defend its constituents but it seems that we have to fight CDC as well as developers and Oxford city. I hope to see a change of approach and that Cherwell District Council's response will match that of South Oxfordshire in supporting the wishes of its constituents and oppose Oxford City's demands that are based on outdated and highly suspect research. Hope you will suspend this review in the light of the recent Government announcement and seek greater clarification before any more money is wasted on this matter.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-0537 | 06/10/2017 | Joan | Tossell | | | | | N |
| 1324 | <p>Comments</p> <p>Even if some new homes have to be built, GB means GB: A large number of new homes cannot be built in Kidlington for the simple reason that there isn't any room left for expansion. The boundary of the village has grown in recent decades and it now meets the edge of the GB. The Partial Review assumes that Kidlington must surrender large areas of its GB but National Planning Policy Framework is clear that "The fundamental aim of GB policy is to: • "prevent urban sprawl" - and more specifically "to prevent unrestricted sprawl of large built-up areas" (e.g. Oxford City); • "prevent neighbouring towns merging into one another" (e.g. Oxford, Kidlington, Begbroke and Yarnton); • "preserve the setting and special character of historic towns" (e.g. Kidlington Conservation Area). Your proposal is urban sprawl in the GB on a massive scale which will inevitably connect Kidlington to Oxford and other settlements and destroy the historic setting of the most delightful parts of our settlements. It is not just the National Planning Policy Framework that argues against it but also central government policy as the 2015 Conservative Party Manifesto proclaimed "We will protect the GB" (p54). If those aren't sufficient by way of statements of protection, CDC's very own Kidlington Framework Masterplan, prepared as recently as March 2016 recognises that "The protection of the GB has prevented coalescence of settlements and preserved the integrity of the village and ensured the retention of Kidlington's landscape setting" (p17). It further states that it is a strength of the village that the "GB has prevented urban sprawl and coalescence" (p24) and that, "pressures for development in the GB" would be seen as a weakness. It concludes that, "the Local Plan's housing requirements and development strategy can be achieved without the need for a strategic review of the GB in the District" (p63) and that "the village is surrounded by GB and physically separate from Oxford and the surrounding villages of Begbroke and Yarnton. It is keen to remain so, retaining its independence as a settlement rather than becoming a suburb of Oxford" (p80) and that, although "landowners have promoted land within the GB for development ... it has been determined that the District's objectively assessed needs as identified in the SHMA can be accommodated without a review of the GB boundary and no sites have been allocated in the Local Plan Part 1" (p95). In short, the Government's election manifesto that is little more than a year old and the newly adopted Kidlington Framework Masterplan have both presented strong statements supporting the NPPF to protect Kidlington's GB. Oxford City is not willing to part with its green spaces for housing development - University Parks, South Park, Christchurch Meadows, Port Meadow, Cutteslowe Park, Shotover Country Park or South Oxfordshire Golf Course - so why should they expect Kidlington to surrender its green spaces? The plan is again unjustified but also contravenes national policy.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0537 | 06/10/2017 | Joan | Tossell | | | | | N |
| 1322 | Comments | | | | | | | |
| <p>If there really is an unmet housing need in Oxford city, it appears to have been created by the policies of the city council. Over many years we have witnessed successive building projects within the city that have favoured retail and commercial development over housing - particularly low cost housing - for the workforce required to support such developments. The most recent example of this is the Northern Gateway plan which, it is claimed, will generate 5,000 new jobs but contains no plans for housing the workforce. There is no reason why these new industries have to be sited in Oxford when there are areas around Banbury and Bicester which are better suited by way of motorway and other transport links and also have the facility to include affordable housing on nearby non-GB land. That Northern Gateway land should be used to meet any city housing need before any declaration of unmet need. On this basis alone, the city's claim is not justified and CDC's response is not sufficiently thorough in its research. Even where land has been made available within the city for housing, developers have been allowed to backtrack on agreements to build quotas of affordable housing. The most recent example of this is the Barton Park development where 885 homes are currently being built on the north-eastern edge of the city which it is estimated will cost £300,000 (one bedroom), 360,000 (two bedroom) and £600,000 (three bedroom). These are properties that will be bought by the buy-to-rent sector or people moving out from London and the south-east, attracted by the recently built Oxford Parkway Station with its direct line to London. Again, the city's claim must be regarded as not justified due to its continued policy of not allocating land for the purpose of meeting its own housing needs and CDC has not been sufficiently robust in its response. The result of Oxford's policies has been to generate higher rateable properties rather than the "affordable homes" that local people, especially the low-paid workers, which Oxford claims will need to be housed. The city is now invoking the statutory duty for other councils to cooperate in solving a problem of its own creation. Yet it can be shown that this "problem" is largely a myth.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0537 | 06/10/2017 | Joan | Tossell | | | | | N |
| 1323 | Comments | | | | | | | |
| <p>The claim by Oxford City Council that it has an unmet housing need of 28,000 homes by 2031 is flawed. This estimate was reached by the Strategic Housing Market Assessment (SHMA) after an "independent" review. However the review was not carried out by a truly independent body: GL Hearn Ltd, in their own words, exist to provide "property advice to the public sector, developers, investors and occupiers" and surely this is a far too cosy a relationship between reviewer and those with an interest in property development with an inflated figure clearly beneficial to the latter party. This seems far from "independent" and the resulting flawed estimate has been finally exposed for what it is: within the last month the Government has revealed its own method for calculating housing need which has shown that the county as a whole, which had been planning for 100,000 new homes by 2031, actually needs to build only 68,000 and Oxford city's perceived need has been halved. There are two factors which will reduce the newly calculated city housing need to nil. Firstly the Office for National Statistics has calculated that there were 4,300 people resident in the city and a further 15,400 resident in the county actively seeking employment during the period July 2015 to June 2016 (the most recent available figures) who need jobs but already have homes. Secondly, research produced by Oxford city itself in February 2013 showed that there were 1,800 unoccupied dwellings within the city and yet the council has done little over the subsequent 4 years to bring these back into use with over 1,300 dwellings still remaining unoccupied. Thus an unmet housing need now estimated at only 14,000 homes could easily be met by employing a significant proportion of the 19,700 already resident job seekers in the county and by using the existing 1,300 unoccupied properties within the city. Far from an unmet housing need, the city could, with a change of policy, have a housing surplus! But the city's response to the Government findings appears to insist that it must follow policies like the Northern Gateway that require an influx of workers from outside the county who are able to afford the highly priced homes that it is hell-bent on building in neighbouring councils especially in the GB. This exercise is a very transparent cover for a land-grab by the city to incorporate nearby communities into its boundaries. The city's policies are thus unsustainable and the resulting unmet housing need not only suspect but unjustified. Once again CDC's response has been compliant rather than investigative.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0537 | 06/10/2017 | Joan | Tossell | | | | | N |
| 1326 | Comments | | | | | | | |
| <p>Many initiatives are planned or have been recently put in place to make such traffic capture possible. ☒ It is already proposed that the existing Peartree Park and Ride be replaced with one located to the north of Kidlington - presumably with the route into Oxford down the dual carriageway from Woodstock to Pear Tree Roundabout and the Woodstock Road. ☒ The Government has recently announced that a "Garden Village" will be built near Eynsham - near to one of the other proposed new Park and Ride termini. ☒ A new rail link which opened recently takes commuters from Bicester into Oxford and, if a spur road could be built off the A34 into the new railway station in Kidlington, it would further take the pressure off existing congested roads by drawing in traffic from the north which is currently deterred by the current congestion in Kidlington to reach the existing entrance. Therefore it is not logical to locate new homes within the ring of railway stations and proposed new Park and Ride termini and expect commuters to drive away from the city to reach them! It makes more sense to build the homes outside that ring and to encourage a daily public transport commute into the city by strategically locating Park and Ride and railway stations with easy access and free parking where commuter traffic will be captured before it is funnelled into the already congested traffic closer in to the city itself. It would also incidentally go some way towards addressing the rising concerns about exhaust emissions. • 4,400 homes would almost double the population of Kidlington. We have seen the effects of successive big housing developments in this village over the past 40 years - Dogwood Green, Grovelands and Park Farm. Each time land has been set aside in the plans for such things as shops, medical centres and schools but every time the allocated land has ended up covered with houses and not the promised services. Currently in Kidlington, our primary schools are full, our secondary school had a full year 7 intake in 2017 and it takes over 2 weeks to get a non-urgent appointment with one's GP. Expansion of the current services is already difficult because house prices discourage teachers, doctors and other public service professionals from living in the area. Kidlington cannot afford to be twice the size and sustain the support network it needs. The "It must be Kidlington" argument falls because more affordable homes can be built further away from the city and outside a ring of public transport options and where public services stand more of a chance of coping with the influx. On this basis the plan is once again unjustified but also unsustainable because of its poor research.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0537 | 06/10/2017 | Joan | Tossell | | | | | N |
| 1325 | Comments | | | | | | | |
| <p>Even if there has to be some new homes and it was deemed to constitute "exceptional circumstances" sufficient to justify trashing the GB, Kidlington is not the answer. It is a false logic that the best place for any new dwellings is close to Oxford for the following reasons: • According to Rightmove the average selling price of a Kidlington residential property over the past year was £341,000 - a rise of 19% over the previous three years. By comparison, Rightmove gives the following residential selling prices for search areas that you initially identified but quickly dismissed in your research - £308,000 (a 3 year rise of only 16%) for Bicester and £237,000 (a 3 year rise of only 13%) for Banbury. The least affordable properties are in the city and surrounding areas like Kidlington but the further you move away from the city, the greater is the possibility of building affordable homes. Homes built recently in Kidlington have, in the main, attracted property developers, the buy-to-rent market and London commuters. There is no reason to suppose that any new houses built here in the near future will meet any supposed local shortfall. The proposed low house building density per hectare in your plans will not produce "affordable homes". • Had you done any surveys and costings you would certainly have concluded that the transport network in and around Kidlington will not support the massive developments proposed. Already we have daily traffic congestion through the village into and from Oxford, made worse during school term time when children are ferried to and from city schools to add to the commuter traffic. There is also frequent congestion in streets off the main roads in the village as commuters park close to bus routes into the city rather than pay to use the Park and Ride. 4,400 new homes in Kidlington for Oxford commuters means a minimum of 4,400 more traffic movements in each direction on each working day - more during school terms. We are not coping now: we cannot cope with a doubling of the problem. Recent measures to accommodate more traffic in and around Oxford have demonstrated the futility of such schemes - the recent expensive and 18 month period of roadworks to speed the peak flow of traffic around the north of the city has resulted in journey time improvements which have been measured in only a few minutes. So how would Oxford City workers get to work if new homes were built further away from the city than Kidlington? The answer is already in your very own Cherwell Local Plan 2011 - 2031 (Part 1) Summary Leaflet in which you say: "The County Council's strategy is to move Park and Ride facilities further away from Oxford to improve the operation of the A34 and other roads it intersects. Its Oxford Transport Strategy states that future housing and employment growth within Oxfordshire is set to further exacerbate congestion on the A34, the outer ring road and other corridors that feed into the city, unless traffic can be captured before it reaches them". The "It must be Kidlington" argument therefore falls because a true logic is that more affordable homes can be built further away from the city and outside a ring of public transport options and where public services stand more of a chance of coping with the influx. On this basis the plan is once again unjustified but also unsustainable because of its poor research.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0539 | 04/10/2017 | Frank | Vreede | | | | | | |
| 1333 | <p>Comments</p> <p>Objection to: 1. Sacrificing GB without showing clear "exceptional circumstances" Protection of GB is a critical point laid down in law. 2. Oxford's "unmet housing need" is speculative, based on out of date, inaccurate figures, which are wildly overestimated. 3. Whilst Oxford is prioritising land for business development over housing, Kidlington is expected to sacrifice GB for housing. If Kidlington has to sacrifice GB is should be for the benefit of Kidlington residents, more employment in Kidlington would mean less commuting to Oxford. Transport measures included in the proposal are laughable. 4. The Council should be carrying out the wishes of the people they represent. These proposals have proved to be VERY unpopular in earlier consultations, with only lip service paid to them. Councillor Barry Wood suggests that Cherwell residents may need to take professional legal advice if they wish to successfully challenge the Council's plans. I would propose that more houses are built in Oxford City using available land for housing (at higher density) rather than business development, and development is targeted to centres not constrained by GB. Kidlington should be allowed or even assisted to develop as Kidlington.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-0540 | 08/10/2017 | Sophie | Hyndman | | | | | | |
| 1334 | <p>Comments</p> <p>Plan has been developed as a consequence of the Oxfordshire Strategic Housing Market Assessment which is unsound in it's methodology. The Government is consulting on 'Planning for the right homes in the right places: consultation proposals,' which presents a different method for calculating need. It is inappropriate to go forward with the Cherwell Plan as it stands with the current method for calculating need under review. Cherwell Council should await the result of this new consultation, as new estimates of housing need may be substantially reduced, thus rendering the current plans unnecessary. Cherwell Plan is based on SHMA and flaws in that document are: 1. Any 'strategic' thinking on development should be at national level. Oxfordshire is linked to the rest of the country. It seems the Government has completely give up on drawing development away from the South and South East (with the possible exception of the controversial HS2) and yet there are towns elsewhere which need economic expansion. Prosperity should be shared not hoarded in one place. 2. The basis of the SHMA appears to be driven entirely by an economic growth model. Other stakeholders - heritage, environment, residents etc., appear to have had very little input. The SHMA did not ask, 'what overall vision do all stakeholders want for Oxfordshire?' instead it has simply asked, 'what does business want for Oxfordshire?' It is likely that most stakeholders would want some economic growth - but not at the expense of everything else that matters to them. 3. The consultancy firm which compiled the SHMA was following guidance which states that in making their predictions, they 'should not apply constraints to the overall assessment of need, such as limitations imposed by the supply of land for new development, historic under performance, viability, infrastructure or environmental constraints' (p.7, SHMA) presumably to get a 'pure' idea of need. The guidance also says, however, that 'these considerations will need to be addressed when bringing evidence bases together to identify specific policies in development plans'. (P.7). The SHMA is also clear that these issues are important and that 'They are very relevant in considering how much development can be sustainably accommodated and where new development should be located'. (P.183). It appears, though, that the councils of Oxfordshire have chosen to interpret this not to mean 'actually it might not be sensible or sustainable to build all these houses', but 'we'll try and put them in the least offensive places.' (4) As one reads through the SHMA, the numbers of houses get bigger and bigger with a series of 'what ifs' which are by no means certainties. Since its publication, there have been changes which could easily influence the likelihood of predicted economic developments, the most significant of which is Brexit. (5) How can you possibly increase the numbers of dwellings by more than one third and not expect a significant impact on the landscape and life in the county? According to the SHMA (p.15), in 2014 there were c. 272,000 dwellings in Oxfordshire. The adoption of the most extreme prediction, of an additional 100,000 homes by 2031, appears to have been done with no 'sense check' as to the ridiculousness of this number. (6) The SHMA makes hardly any reference to the significance of London in the Oxford housing market. The peculiar idea that North Oxford Golf Course should be moved a few yards down the road so that its current site can be developed, is only acknowledgement of this fact. The new station was not open at the time of the SHMA, but a report that predicts many things seems not to predict a potential impact of improved transport links to London. To talk of solving Oxford's 'unmet housing need' by building is short-sighted. We will be catering, in addition, for London's unmet housing need, and any local person wishing to buy a house on the open market in Oxfordshire may well be competing with people on London salaries. (7) The 'Predict and Provide' model used in the SHMA has been shown to be unsound. It would be better to say what we want, and then to achieve that vision with appropriate planning carrots/sticks? (8) Building on GB land is surely wrong. GBs were invented to prevent this type of development? The Oxford GB was put in place to stop precisely what is happening now? The SHMA has been roundly and more 'professionally' criticised by sensible organisations such as CPRE. If the new approach to determining housing need, currently out for consultation, is accepted, we would still have to wait and see how Oxfordshire Councils respond to it, e.g., whether they wish to extend the baseline numbers relating to household growth and affordability by considering employment growth etc. Any proposed development in Cherwell may well be influenced by this new formula and its interpretation. The latter may also be flawed if any of the criticisms of the SHMA can be applied to the new approach. . We trust councillors to make decisions for us. Most busy people only notice housing developments when they appear on the doorstep. It is essential that decisions made that will irrevocably change Oxfordshire are based on sound data and a sensible national strategic approach to development.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-0543 | 03/10/2017 | Lynn | Pilgrim | | | | | | |
| 1346 | <p>Comments</p> <p>Cherwell District Council appears to be more concerned with following the process of consultation than considering the views of local residents and acting on what people are telling them. CDC does not appear to be taking the public consultation seriously and the leader Mr Barry Wood has stated that the SHMA target doesn't need to be accurate as long as it has been approved via the correct process and that the council is confident that it will find ways to keep housing need projections at the current level. Is this serving the people of Cherwell district or fuelling the greed of the development lobby?</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-0546 | 06/10/2017 | John M | Titchmarsh | | Y | Y | N | N | |
| 1353 | <p>Comments</p> <p>The alleged need for 4,400 houses was made by the SHMA of 2014. This assessment method was discredited on 14/09/17 in a Govt. white paper. It proposed a new calculation method will be implemented in March 2018. Also, CDC's proposal was made before Oxford City Council (OCC) completed its future housing needs. Thus, it is non sequitur that CDC's assessment is even logical. Comparing results of the SHMA & the new method show OCC's & CDC's estimates are incorrect. Building on GB. GB directives state building on GB should only be permitted under 'exceptional circumstances'. References made to NPPF's 5 purposes of the GB. CDC's proposals clearly contravene these. The plans encourage urban sprawl, merging Begbroke, Yarnton & Kidlington with Oxford. Begbroke & Yarnton are distinct, characteristic villages. The CPRE have identified numerous brownfield sites within Oxford City suitable to build high density, affordable housing, closer to major employers. The development is the opposite side of the city to BMW & major hospitals. CDC's plan reverses/contradicts statements in its own Cherwell Local Plan pt1 (2014). Reference made to A11 & B.260 of this LP. This demonstrates a frivolous & inconsistent approach to long term planning. Proposal of 'rapid transit system' through Kidlington & dedicated bus lanes on A44. The vague promise of such schemes would require huge infrastructural funding to overcome the railway & canal bridge obstacles. Funding needs major Govt. commitment & is not readily forthcoming. Closing Sandy Lane would inconvenience residents of Yarnton & Kidlington, consequently causing longer journeys and further overcrowding the A44. The transport proposals are UNSOUND.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| | | I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector | | | | | | | |
| PR-C-0547 | 09/10/2017 | Hilary | Fletcher | | | | | | |
| 1359 | <p>Comments</p> <p>Cuttislowe Park is Oxford's largest, used by tens of thousands p.a. It gives easy access to these people & gives views across the GB. People walk, use public transport & cycle to it. It is used for sports & recreation, as well as nature & river areas. It needs to be extended to include woodland, not restricted. We need a guarantee of the assigned areas of the park extension & arable land shown on guidance map 27.09.17 as a minimum.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |

Proposed Submission Plan - General Comments

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| PR-C-0548 | 09/10/2017 | Clive | McDonnell | | | | | N |
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1365

Comments

Objects to proposed plan & sustainability appraisal. It is inconsistent with the NPPF because it fails to provide sustainable development, ensuring a better life for current/future generations. It fails to: Promote realistic sustainable transport; Protect GB; Meet the challenge of climate change & resultant flooding; Conserve and enhance the natural and historic environments. The consultation process has been unreasonable. I object to the complexity of it, with the demand that representations are made on a specific form, and being timed over school holidays. CDC failed to give the public an opportunity to digest the proposals & make their views known. Considers the proposed submission plan, associated policy maps and sustainability appraisal to be unsound, not positively prepared, not justified and not effective for the reasons detailed in specific objections and comments.

Changes Sought

Reasons for Participation

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| PR-C-0550 | 06/10/2017 | Jacqueline | Orton | | N | N | N | Y |
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1367

Comments

Poor planning, research & proposal development making plans poor for these reasons: 1. Unjustified permanent removal of GB. 2. Lack of justification for CDC having to take Oxford City's unmet housing needs. Further investigation needed in how Oxford City should be developed if it can't meet it's own housing need. Allowing Oxford to sprawl into its surrounds is not a long term solution. Oxford City should provide housing to meet it's own requirements, prioritising housing over commerce. If it increases employment but doesn't build housing within, this impact transport issues. More people will travel in from outside, further congesting & polluting roads. 3. Unjustified removal of recreation areas (e.g.. Golf Course), adding congestion & pollution. 4. Merging villages, Begbroke/Yarnton/Kidlington. 5. Lack of supply of facilities for the additional population, i.e.. Schools, GP's etc.

Changes Sought

Reasons for Participation

Begbroke and Yarnton Green Belt Campaign to represent her at the examination

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| PR-C-0551 | 04/10/2017 | Jackie and David | Hoyle and Bryan | | | | | N | Y |
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1368

Comments

It is Unsound for these reasons; 1. Traffic on A44 a. The roads are saturated with traffic at peak times & heavy at other times. Building a dual carriageway will be difficult, increasing noise & air pollution. b. Many workers in the Oxford vicinity need to get other parts of the city as well as the centre, and to other local towns. Public transport isn't adequate for these commuters. Any reassurances regarding improvement of the public transport infrastructure are unacceptable. Plans should be put on hold until sustainable transport solutions, including enhanced cycling provision, have been properly identified. 2. Closing the road to Kidlington, forcing more traffic down the A44 is unacceptable. 3. The extent of Oxford's unmet need hasn't been properly established. More should be done to provide it within Oxford City, e.g.. the golf course to provide housing for public sector workers, with prices pegged to ensure on-going affordability. Oxford is failing to prioritise house building. e.g.. the decision to develop the sports park at Horspath. Horspath would be an ideal site for hospital workers in Headington, & various business & industrial sites to the East of Oxford. 4. The damage to the GB & to the identity of Kidlington & Yarnton from building either side of the A44 can't be justified. It hasn't been established that this is a "last resort" that can justifiably be pursued. 5. Any building (to be justifiable as a last resort) must be on the East side of the A44 alone, reduced in scale & be combined with measures set out above if the effects are to be acceptable & sustainable.

Changes Sought

Reasons for Participation

I should like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-0552 | 02/10/2017 | Alexandra | Gallaher | | | | | |
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1369

Comments

The proposal destroys NOGC, the most vulnerable & important part of the whole GB. The land on which NOGC sits precisely matches all the purposes of the GB set out in the Government's NPPF. It prevents the merging of communities with urban sprawl & loss of identity. 110 year old NOGC is an attractive landscape supporting a variety of wild life, with over 25 different tree species & 55 different bird species & pond life including the Great Crested Newt. It is a green lung, counteracting pollution in a high traffic area. It is a thriving, vibrant club, open to all, with 475 regular playing members. Some have been members for over 50 years. Around 3,000 visitors play there every year. The club also hosts social/ sporting events, e.g. Pilates & yoga. Members come from all ages & walks of life & regard it like we might regard our family. The Junior section fosters an interest in sport from an early age. Many senior members consider it to be their life blood, having led active sporting lives but are now of an age where they need to pursue less physically demanding sports. It is a community of people. If it were to disappear then members would lose all of the above benefits. What would they do for socialising & exercise whilst another course is being developed? Because of its unique layout the course is ideal for those learning to play & developing their skills, & the older players who find other courses around Oxfordshire too long & challenging. Apparently CDC has not spoken to the Golf Club. A replacement site at Frieze Farm has been suggested. Where is the logic in destroying a magnificent course & moving it across a dual carriageway to an unsuitable site? Why not build houses there instead of creating this mindless destruction? A new 18 hole course could not be fitted into the smaller Frieze Farm site. Who would pay? It takes many years & lots of money to build & develop an 18 hole golf course. It is far more than just a piece of land. Why not come and visit the Course? I would be delighted to arrange for you to be driven around so you can really see what they are planning to destroy.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0555 | 01/10/2017 | Chris | Skinner | | | | | |
| 1380 | Comments | | | | | | | |
| <p>1. Any building on the Oxford side of Oxford Parkway is likely to bridge any perception of Kidlington/Yarnton as separated from Oxford. It would dilute the value of the GB more than any other aspect of your proposals. Once continuous building is in place along the Kidlington to Cutteslowe Rd it is then likely that decision making will continue until Kidlington is subsumed within Oxford's boundaries. This may be 20-30 years away but it should be resisted. 2. The building at Water Eaton Lane makes only a small contribution to the proposed dwelling target but would significantly change the feel of that area & increase the loading in the signal-controlled junction at Bicester Road, increasing delays on the flow of traffic at peak times. 3. A significant emphasis is made of the importance of environmentally friendly transport, particularly a cycle super-highway to Headington. I strongly urge that any planning approvals are made wholly contingent on providing this & that an improved traffic-free, more direct cycle & walking route is considered including bridges across the Bicester Road, the A34 & the railway & then on a new, dedicated route running east of Cutteslowe park before swinging round via a new bridge to join the A40 cycle route to Headington. A significant investment & focus on prioritising cycling will be required to truly change the transport choices made. 4. Filling in around Begbroke Science Park, between the railway & the A44 is the least worst solution to providing the number of homes. It is imperative that this must not be watered down in the commitments to the new bridge to Stratfield Brake, the closure of Yarnton Lane to motor traffic & the provision of the new railway halt. All should be made a mandatory requirement of any developer. The costs should be part of the developer's & neither the CDC's nor the community's. CDC should set standards & hold all to them. 5. Strongly oppose development on land to the NE of the Moors/St Mary's Fields. This pushes the developed boundary into open land [as opposed to infill between Yarnton/Kidlington] & removes a linking community amenity to the Cherwell valley. 6.Improving rapid bus transit to the hospitals & Headington should be considered. References to this are non-specific. I would encourage that these are made mandatory to any plan & costs or contributions from developers expected. The current 700 bus route is very slow, diverting into Oxford Parkway & waiting 5-10 mins, then diverting into the JR & back out again. I would suggest this is re-routed directly from Cutteslowe, along the A40, leaving at the new junction, using the rear entrance into the JR, avoiding Summertown & Marston completely [already served by bus services]. A target journey time of 30 mins from Kidlington centre to the Churchill would not be unreasonable, even at peak times. Without a real focus on providing easy, fast, non-car journeys to Headington, the proposal will not be a viable choice for the workers [hospitals, university].</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>* Provision of an improved traffic-free, more direct cycle & walking route should be considered including bridges across the Bicester Road, the A34 & the railway & then on a new, dedicated route running east of Cutteslowe park before swinging round via a new bridge to join the A40 cycle route to Headington. A significant investment & focus on prioritising cycling will be required to truly change the transport choices made. * Improving rapid bus transit to the hospitals & Headington should be considered. I would suggest the current 700 bus route is re-routed directly from Cutteslowe, along the A40, leaving at the new junction, using the rear entrance into the JR, avoiding Summertown & Marston completely [already served by bus services]. A target journey time of 30 mins from Kidlington centre to the Churchill would not be unreasonable, even at peak times.</p> | | | | | | | | |
| PR-C-0557 | 06/10/2017 | Lorna | Campbell | | | N | Y | |
| 1383 | Comments | | | | | | | |
| <p>Object to the proposed submission plan. It is unsound, not positively prepared, not justified and not effective for the reasons given in specific objections below.The size of the development proposed is totally inappropriate. Begbroke and Yarnton would lose all sense of supporting village life. The impact on our villages would change forever our separate identities. The number of homes proposed means we would become one huge conurbation. The type of housing and density proposed is not consistent with the existing community and would jar with the historic villages of Begbroke and Yarnton. The GB is part of our village environment and personally enjoy walking and cycling from my village to various points that I can reach on foot or bicycle. This area is good for our health and it's one of the attractions of living in a village.There are other sites within Cherwell and Oxford City where new houses could be built without needing to remove land from the GB. The proposals would leave little opportunity to enjoy our countryside any walks and paths would be lost for ever. When commuting to work in Oxford I have endured many years being stuck in traffic jams I am appalled at the proposals. The idea that any adaptations to the infrastructure could cope with increased traffic the development would create. We live and work so close to Oxford a beautiful historic town which is extremely difficult to navigate by car. Also very dangerous to tackle using a bicycle. Delays are a common occurrence on normal days and that does not take account of the increased traffic on Event days at Blenheim Palace. The closure of Sandy Lane would add to traffic delays and problems. Has witnessed many times when traffic is at a standstill between the roundabouts in Yarnton on the A44 drivers mounting the grass verge to cross and escape to the other carriageway. Sandy Lane does give an alternative to this procession of sitting cars and escape route and allow some chance of taking a different route. Sandy Lane is a frequently used road for access to Kidlington by residents of Yarnton. The closure would mean a longer journey and also increased traffic on the A44. Kidlington is where I access activities shopping and friends on a daily basis. Flooding and drainage has been an ongoing problem at the bottom of Rutten Lane near Cassington Road for many years and I have complained in the past with no success or resolution. Therefore the proposed Development can only add to an existing problem. Cannot understand how concreting over such a large area makes any sense when the existing infrastructure is unable to cope.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | <p>I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the examination by the Planning Inspector</p> | | | | |
| PR-C-0559 | 09/10/2017 | Keerpa | Patel | South Oxfordshire District Council | | | | |
| 1389 | Comments | | | | | | | |
| <p>Our comments are similar to those submitted in the last consultation response. Although we recognise that more detail has been provided in respect of some of the points we were seeking clarification over. We acknowledge the approach in meeting unmet need in the latter part of the plan period & having a stepped trajectory would be useful in terms of delivering Oxford's unmet need. We also understand that any planning permissions granted for housing that will be delivered beyond 2031 & which results in the requisite 4,400 homes for Oxford being exceeded, will be taken into account in meeting Cherwell's housing need in the next LP Review. However, whilst we understand that the 7 sites which have been identified to meet Oxford City's unmet need require reasonable 'lead-in' times, together with the need for the district to maintain their own 5 year housing land supply, it may be possible that some of these sites could be delivered earlier. Any over delivery in the earlier part of the plan period could be counted towards Oxford's unmet need & it is considered that further clarity should be provided in respect of this point. This may be particularly useful as presently, a significant portion of unmet need is due to be delivered later in the plan period, between 2026-2031. SODC also notes that approximately 3% of the existing GB land in Cherwell is proposed to be removed to accommodate the development of the strategic sites other than land to the south east of Woodstock. We note that justification for this has been presented but that fundamentally, this mainly relates to meeting Oxford's unmet need. This itself is not an exceptional circumstance to release GB land and we are cautious of this approach.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0560 | 04/10/2017 | Anna | Isles | | | | | |
| 1392 | Comments | | | | | | | |
| <p>Has lived in the Village of Yarnton her whole life. Has chosen to buy a house here and bring up her children in a small village surrounded in countryside. Feels utterly devastated that this could all be lost on the whim of Oxford City Council and Cherwell District Council.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|

1415

Comments

Plan Summary Booklet Page 30 - In respect of Duty to Co-operate, our question is whereas the districts have clearly committed to contributing to a solution to Oxford's housing need, has the city really exhausted all possibilities to meet it's own needs? After all the best place for housing for the City is in the City-that possibility should be re-examined

Changes Sought

Reasons for Participation

Regarding the Duty To Co-operate, we think the plan consultation should be delayed while that duty is discharged in respect of: - basic re-evaluation of the assumption that other communities and their GBs should be decimated to accommodate the city's needs. - re-assessment of housing needs across Oxfordshire and the south east. -requirement for Oxford City to fundamentally review their housing estimates.

PR-C-0563

05/10/2017

Dennis

Price

1430

Comments

Serious objection to development in the Oxford GB especially around the Kidlington area.The GB was introduced to preserve Oxford's iconic city landscape. To build here would be to destroy a unique area and open the way for continued development in the future by destroying even more GB. The number of houses originally proposed was based on very way out guesses not a detailed analysis. It looks as it has fallen at the first hurdle as the Government now states the figures for Oxford's needs are now only half the number originally proposed. This alone should mean the withdrawal of the plan to destroy the Kidlington area and local countryside. The plans should thus be reconsidered as I believe is being done in South Oxfordshire. Considers that many of the houses proposed are not for local housing need but to allow for more commuters from London.

What is needed is a careful rethink of the reduced need and to cater for it with a little more imagination. Explains the housing situation in Copenhagen in the letter. This allows for better public transport and a very high bicycle usage. Higher densities would allow similar solutions relieving the awful transport chaos that Oxford and the surrounding area suffers from and that will be made even more impossible by the type of development proposed.It is obvious that this is what the local people want I expect we will suffer from the usual democratic deficit and the crazy current plans will be pushed through and we will become even more disillusioned with our politicians.Please think again.

Changes Sought

Reasons for Participation

PR-C-0566

10/08/2017

A

Watson

Y

2089

Comments

This country currently needs a lot more houses. Here is an excellent place to build them. Near to 2 rails stations and a good road network. The Green Belt is hardly the South Downs. The little that would be lost will be well worth it. If there had not been similar expansion in Kidlington in the past, we would not have the amenities we have now. Three supermarkets, 2 Post Offices, Swimming Pool, many Schools and Surgeries, plus a number of developments for the elderly. This development will raise over £3,000,000 in Council Tax, might bring down/stabilise house prices in the area.

Changes Sought

Reasons for Participation

PR-C-0567

09/10/2017

Dr Ian

Scargill

Oxford Green Belt Network

N

Y

1444

Comments

See reasons for participation

Changes Sought

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review.

The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

Proposed Submission Plan - General Comments

PR-C-0567 09/10/2017 Dr Ian Scargill Oxford Green Belt Network N Y

1443

Comments

This policy as worded, is largely meaningless as it describes an “approach”. It might as well say “We hope that the necessary infrastructure will be provided”. The infrastructure schedule in Appendix 4 has no costs identified and very few sources of funding. Where funding sources and ‘partners’ are identified there seems to be an excessive reliance on developers. Without information on costs it is impossible to assess whether the proposed development will or will not be able to meet the contributions needed, bearing in mind the requirement for it to also subsidise 50% affordable housing. The policy is therefore not justified, not positively prepared and not effective. The projects listed in Appendix 4 do not include any significant proposals to increase capacity on the highway network, indeed it is possible that public transport improvements would reduce capacity for other vehicles. However, traffic movements are likely to increase substantially because many journeys cannot be made by public transport and there appear to be no proposals to cater for these additional movements. Furthermore traffic will also increase as a result of the developments planned for the other Oxford Districts, as well as that planned elsewhere in Cherwell. There is no evidence that this has been taken into account or catered for. Clearly this needs to be addressed at a wider spatial level than either the area covered by this plan or Cherwell District. The draft Oxfordshire Infrastructure Strategy is an attempt to do this, but this document admits to a historic deficit in infrastructure provision and shows that only £500million of the £9 billion of infrastructure funding deemed necessary has so far been identified. It seems highly unlikely that this gap will be bridged, so the plan will be ineffective as it can not be supported by the necessary infrastructure. Regardless of this, we consider that some of this infrastructure, particularly road building, would in itself be environmentally damaging to the Oxford GB, and we would not support it, even if it could be funded. Our argument remains that an overall spatial strategy for Oxfordshire is needed, including infrastructure provision, that is (a) based on realistic levels of growth and (b) directs much of that growth away from the city of Oxford, retaining the GB and protecting the historic city.

Changes Sought

The plan should be withdrawn and an overall and realistic spatial strategy for Oxfordshire developed, including infrastructure provision, that is (a) based on realistic levels of growth and (b) directs much of that growth away from the city of Oxford, retaining the GB and protecting the historic city.

Reasons for Participation

OGBN was established in 1997 to help to protect the Oxford GB and to support those wishing to resist proposals for inappropriate development within it. It comments regularly on planning applications in the GB and in planning policy consultations, particularly on matters affecting the GB. OGBN has made representations on all stages of the Cherwell Local Plan Part 1 and participated in the Public Examination in December 2014. We have also commented on earlier stages of this Partial Review. The membership of OGBN includes many of the Parish Councils whose areas include GB land. The OGBN fully supports the aims of GBs as set out in the NPPF and earlier planning guidance and in particular it strongly endorses the fundamental principle that GB is a permanent designation. We consider that our participation in the examination is necessary and justified because of our longstanding interest and understanding of the Oxford GB.

PR-C-0568 02/10/2017 Mrs D Hanson Bailey

496

Comments

Totally agrees with the plan to put these houses in the area running from Kidlington to Woodstock. It is the natural corridor as Kidlington has never been a conventional village but rather a suburb of Oxford. Also it would obviously be convenient for the local Airport. Cannot see how one can provide the housing required to meet Oxford's needs without building on some areas in A and B that are presently Green Belt. It would be counterproductive to build further afield than A and B as the houses will not be used for Oxford's unmet needs but for local needs instead or commuters to London (as is already the case). Totally against these houses coming to Bicester or any of the areas designated as C through I inclusive. Is also against any of the South Oxfordshire “quota” coming to Cherwell. Assumes that by not agreeing to take any houses, South Oxfordshire hopes to shunt them onto other areas – i.e. ours! I.e. NIMBY! This is the reason we already have everything in this part of Cherwell (or just over the border) that no-one else in the South wants – i.e. 2 waste recycling plants, thousands of houses, no infrastructure, no decent shops, roads that weren't fit for purpose many years ago (let alone with over 20,000 extra houses!) and a shopping “village” that would appear to “run the show” and has taken over the better half of Bicester's rail service! My initial thoughts regarding the proposed Submission is that for once common sense has prevailed and that the houses are best placed in Areas A and B.

Changes Sought

Reasons for Participation

PR-C-0570 08/10/2017 B A Hughes N

504

Comments

For these reasons the proposed submission to be unsound, not properly prepared, not justified and not effective.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0572 506 | 05/10/2017 | Julie D | Walters | |
| <p>Comments</p> <p>Absolutely devastated and extremely upset to hear of your plans to build on our beautiful and agriculturally productive Greenbelt. Lived in Yarnton for over 50 years.MP Layla Moran pointed out that the Government’s consultation on a new method of calculating housing need, halves the housing requirements for Oxford and reduces Cherwell’s by one third. However, this appeared to have fallen on deaf ears judging by the response given. Therefore this plan now needs to be scrapped or at least reconsidered as to the number of houses necessary. Rep goes into detail in her letter concerning life as it was, in Yarnton in 1966.To the west of the main road on Spring Hill where you propose to build nearly all the ancient hedgerows have been grubbed out to create enormous fields where crops are grown to feed the Agrivert Food Digester to the left of the Yarnton to Cassington Road. Spring Hill is called that for a very good reason that it has springs all over it which cause flooding in the village and on the main A44 already without concreting over even more. Yarnton residents have also had to put up with the destruction of our land between us, Worton and Cassington with extensive gravel workings we can no longer walk near, despite promises. These have already wrecked 5000 years of our village history and now the licence for more has now been extended for further years by Hansons. Also in that area a huge dusty and potentially hazardous Recycling Plant has been built which you have to walk past on the footpath/permissive path which was made next to the railway line. This on the site of Yarnton Halt where the old historical railway turntable has been destroyed to re-route the path. Therefore Yarnton has lost many of our footpaths and bridleways already on the west side of the A44. Now you propose to build 2500 houses on land to the west and east of the A44 while will mean ours, Begbroke and Kidlington Parishes will be merged into one great blot on the landscape of urban sprawl. You also propose closing Sandy Lane to through traffic making a 9 mile detour necessary to get to Kidlington by car.From our house we can see the traffic on the A44 absolutely stuffed and moving at snails pace and the building of so many houses will only create move traffic problems all round. Without the infrastructure being put into place first, a housing development of this size will make the traffic situation even worse and we’ll never get out of the village. Rep refers to public transport in Yarnton in her letter. The productive agricultural fields you propose to build on to the East of the A44 are, like Spring Hill fields to the west, an absolute quagmire in the winter months, which we will also lose if this ridiculous, unnecessary and ill thought out housing plan goes ahead. Once the Greenbelt is built on here it will open us to the threat all over the country which is an unbearable thought.Yes, people need affordable housing with the sky high prices around this area, but my boys cannot afford to live and work here and have had to move away meaning we cannot see them or our grandchildren that much. However, to wreck our greenbelt here for Oxford’s Unmet Housing Needs is criminal especially when Cherwell can’t even meet its own. Oxford has plenty of land and brownfield sites it could use first, not to mention the stock of houses belonging to them which have fallen into disrepair and should be refurbished. Also to the north of the city between Woodstock and Peartree Roundabouts there is plenty of land for housing rather than more industrial units and science parks. The same could be said for both sides of Frieze Way where you propose to build a golf course on our side. However many golf courses do we need with people having to work longer hours, into their seventies when they might have more leisure time? Please reconsider and rethink or resign as Councillors as you as not acting in the interests of us the people who elect you. Wait until the end of the consultation by the Government and PLEASE PRESERVE AND PROTECT OUR GREEN BELT AROUND OUR TWO VILLAGES AND PRESERVE THEIR HISTORY AND INDIVIDUAL CHARACTER.</p> | | | | |
| <p>Changes Sought</p> <p>I have delayed sending my Representation against until now as I wanted to attend all the meetings and read all your expensive literature and hear your representations regarding it first. I have now done this and following the meeting at Exeter Hall on the 21st September when our MP Layla Moran was in attendance. and pointed out that it is clear that the Government’s consultation on a new method of calculating housing need, halves the housing requirements for Oxford and reduces Cherwell’s by one third. However, this appeared to have fallen on deaf ears judging by the response given. Therefore this plan now needs to be scrapped or at least reconsidered as to the number of houses necessary.</p> <p>Reasons for Participation</p> | | | | |
| PR-C-0578 1522 | 06/10/2017 | Cllr Carmen | Griffiths | |
| <p>Comments</p> <p>Strong support for Cherwell District Councils decision not to include the Moors land for development. The land is well used by local residents, having views towards the Historical St Marys Church in the oldest part of the village. The land is currently in GB and should stay in GB. The area is often flooded so any building will increase the risk of flooding to existing homes in the area. There is already a stretched infrastructure along with a rich wildlife which will be put at risk. I do not want to see any development which has been sought by Bloombridge.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |
| PR-C-0578 1461 | 07/10/2017 | Cllr Carmen | Griffiths | |
| <p>Comments</p> <p>Objection to the Local Plan Partial Review and the proposed 4,400 Homes.1. Green built should only be built on in exceptional reasons. Oxford City's unmet housing needs is not exceptional. Not only has Oxford City failed to meet it's own needs by not using all land available to them, they have also not demonstrated that all avenues have been pursued.2. The Green belt preserves open spaces that protect the historic City of Oxford and also serves to prevent coalescence.3.Oxford City have a huge number of sites where they have not reached the agreed affordable housing figures. Despite this they want CDC to comply with a 50% affordable housing figure. This is not commercially viable for the builder and cannot be enforced. This is therefore not acceptable 4. Oxford City has huge parcels of land ear marked for employment. These sites could in fact be used for housing outside the green belt. Oxford does not have a problem with employment, in fact we have a problem finding employees 5. There is no infrastructure delivery plan, merely a wish list and this is not acceptable. Has little faith in the proposed plan after suggestion in the plan was made that North Oxford Golf course could be replaced with a new Golf Course at Frieze Farm. CDC has had no consultations with the Land owner of Frieze Farm and the statements made are therefore unfounded. The Landowners of Frieze Farm actually want to build houses and have no inclination or desire to build a golf course!All new allocated developments should not proceed until certainty of an off site infrastructure has been established.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |
| PR-C-0579 1462 | 02/10/2017 | L G | Kennell | |
| <p>Comments</p> <p>Objection to the below planning proposals: 1. We need an environment for future generations which allows space for recreational activities. Green Belt around Kidlington is ideal for all ages to keep fit and enjoy the countryside. The need for new housing is not a priority in this area for the following reason: 2. The assessment of the number of new houses to be built has now been shown as incorrect at government level. The infrastructure case has not been tried and tested for validity if so much housing is to allowed. 3. The green areas around Kidlington are rich in wildlife, including deer, many bird species including owls, ducks, kingfishers, swans (black swans have appeared from time to time). Many of us in Kidlington believe that these natural habitats should not be interfered with by introducing huge amounts of concrete buildings. 4. The water table in Kidlington (actually in the village) is very high. Flooding is a constant threat and often becomes a reality for many homeowners in Kidlington. Sandbags are frequently seen in a number of roads in the village, which illustrates the point. New homes will also be vulnerable to flooding if the above proposals go ahead, 5. The high numbers of proposed houses to be built will increase the population of Kidlington and surrounding areas by more than 50%, which will require a huge amount of infrastructure to cope if the proposal goes ahead. Do not believe that enough funds will become available to meet the need, which will lead to a poorer quality of life for all who live in this area.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0580 | 03/10/2017 | Lorna | Bennett | | | | | |
| 1465 | Comments | | | | | | | |
| <p>If the proposal for so many houses goes ahead on this land, with the density proposed, everyone would be living in each others pockets and paying a premium for the privilege. There will be no space for people. In the proposal I note there is so called “affordable housing”. That phrase does make me laugh. How can 20% or whatever off the asking price be affordable to local people. If I thought for one moment the likes of my son and everyone else’s children etc. could afford these houses I may have a different opinion. Obviously my definition of affordable is not the same as that of the Council. To me, affordable means affordable. Appreciate more homes are greatly needed but feels we are building the wrong types of home. We have plenty of luxury 3-4-5 bed houses and larger. What we need is cheaper homes or indeed going back to the days, council houses, to enable the younger generation and indeed some older people who are stuck in rented due to not being able to afford the houses in this area. Surely there has to be a scheme whereby they are affordable and if the house increases in price to put a cap on it so as others can then climb the property ladder. The people more likely to be buying these houses (boxes) are more than likely going to be people from London/commuters who are on a much higher wage and can therefore afford to purchase these houses but probably not quite purchase houses in London therefore putting up the prices even more in this area. Also is expecting a lot of these houses to be bought as investment properties to rent out.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0580 | 03/10/2017 | Lorna | Bennett | | | | | |
| 1468 | Comments | | | | | | | |
| <p>It would be an extremely sad day if this proposal was to continue. Never bought my house to live in such an environment but now cannot even afford to move away because there are no “affordable” housing for me to buy. If I wanted to live in a town I would go to a town. I wanted to live in a village as this is where I was born and grew up and I now feel you are pushing the likes of me out. I am sure, without too much thought, the Council could find far better and sustainable sites for this development and indeed probably make a whole new community. Please leave our green belt alone. We don’t have a lot here and this means so much to so many people.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0585 | 08/10/2017 | Edwin | Southern | | | | | |
| 1480 | Comments | | | | | | | |
| <p>Let Oxford solve its own expansion problem.Who wants the expansion of development into the greenbelt surrounding Oxford?It seems to have been initiated by Oxford City Council. Rep refers t news paper article to support the question in the letter.The council argues that Oxford city will need 12000 new homes by 2030 to meet its need for expansion. On what is this based? It must be a desire to meet the ambitions of the major employers, the university and companies in Oxford. Does Oxford itself have space to meet their expansion? Evidently not in the view Oxford's residents, who have expressed strong objections to building in aesthetically sensitive areas. See the outrage generated by the student accommodation built around Port Meadow. Rep refers to website to support the student accommodation issue.A second, and related, reason for the lack of space is the height limitation placed on buildings in Oxford – the so-called Carfax rule – which limits buildings to four stories. But the council is considering relaxing this rule to allow a height of up to six stories. This would have a large positive impact on the city’s capacity for accommodation and housing, especially of the type needed by the university and high tech companies. There are ways in which Oxford could address its space problems and, surely, this makes more sense than shifting the burden onto neighbouring towns and villages, the great majority of whose residents are appalled by the planned intrusion into their greenbelt, and all the attendant impact on infrastructure.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0588 | 28/09/2017 | Andrew | Mundy | | | | | |
| 1483 | Comments | | | | | | | |
| <p>OBJECT to plans on the green belt of 4400.00 homes in Kidlington Begbroke and Yarnton. The reasons to this are as follows...: Green belt – this not an exception circumstance and planning should be declined purely on this issue. If the Oxford CC planning application was rejected purely on these ground, then CDC should also be rejected, there is no difference. All villages will blend into one and I can’t believe that Cherwell and Oxford for that fact have exhausted all possibilities and thus is the final area they can build on. Also the parishes boundaries between Yarnton and Begbroke is clearly shown on the attached map and you can see that the development has gone over the boundary! Showing that the villages are far too close together and the villages will just blend into one urban sprawl. This was quoted by Oxford regarding the development on the Heyford site that said However ... the County Council is opposed to the development of a large new settlement due to ... the threat of urbanisation in a rural area. There are numerous brown field sites that could be Developed in front of green belt land. Flooding. We live next to the Rowel brook, which surrounds the proposed fields earmarked for development. The brook floods most years and the flooding extends to gardens in Fernhill Road and the field behind Fernhill road. If this area is developed, this will push more water in the brook and provide further flooding risks to my and my neighbours properties. I have attached photos Wildlife: We have array of wildlife skylarks nest in these fields as well as bats and also I've seen great crested newts in the local brook. We are very close to Rushy Meadows site which is also an important area and is under the SSSI and local wildlife protection sites. Deer constantly roam the fields and gardens. Roads: There going to be another 2000 homes with 2 to 4 thousands cars approx. and only 2 exits leading on to the A44, how will the road network cope with this influx of cars. Our bus service into oxford has been reduced to make the service better and this was due to the worsening traffic around Oxford. This was quoted by stagecoach. This is before the extra 2000 + cars added to this journey. The additional park and rides and new bus routes from Woodstock go via Kidlington from the airport and miss the A44 at Begbroke and Yarnton completely. The council have already admitted the new roads will not be able to have a bus service, how can you have a planning application with no transport links? Housing:I am hugely disappointed in CDC agreeing to meet Oxford City Council unmet hosting needs without any thought for their own residents. The only reason Oxford City Council is not bolding on their own land is that they are run by both Oxford University and Oxford colleges. Why wasn’t the old Radcliffe site used for housing? Did we really need another university building clogging up the echo of Oxford? Why isn’t the Tuck Wells site in Headington being used for housing, this is a perfect location. I can't understand that Oxford City cannot build on some of their green belt and the fact that there is 2000 empty homes in oxford! Why are these not being used?? And also there are free brown belt sites that could be built on. There is nothing in place for doctors and the school. Where are all the teachers coming from as there will not any affordable housing as this has clearly show on the Barton site! Once this area has been developed then there's it no going back and once it's gone it gone. What a shame that this Law was put into place generations ago to stop this actual thing happening, to protect our countryside, wildlife and landscapes and you are allowing it.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0592 | 07/10/2017 | David | Wintersgill | | N | N | N | |
| 5449 | Comments | | | | | | | |
| <p>Opportunity for improvements to the quantity and quality of new public open space, green infrastructure, sport and recreation facilities and in terms of access to the countryside. Access is now available to wide open areas not just narrow corridors of green that will inevitable become busy. The Green Belt has got many footpaths that are accessible to the general public including recreational facilities. This is just a ruse and it is not an exceptional reason for building in the Green Belt. Once can understand that if the merging of the three villages with North Oxford then green spaces will be needed and so will the recreational facilities for the extra population and give the impression of protected Green Belt.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0592 | 07/10/2017 | David | Wintersgill | | N | N | N | |
| 5448 | Comments | | | | | | | |
| The unique place shaping potential of land near the University of Oxford's Begbroke Science Park and Oxford canal. Do not know what "shaping potential of land" means. However existing industrial development of Langford Locks has forever altered this stretch of the Oxford canal alongside Rushy meadows which are a group of canal side meadows at Kidlington. They have escaped agricultural improvement through ploughing and reseeded or using fertilizers and herbicides. Consequently Rushy Meadows has a rich variety of grassland wildflowers. They are wet and in places tall wet and vegetation with reeds and tall sedges has developed. Meadows such as this are a national priority for conservation. Do not see "shaping the potential of the land" in the greenbelt an improvement. It's not a valid or an exceptional reason for building in the greenbelt. It will have an adverse effect on the Greenbelt. The planning consent in the past for Begbroke Science Park did not allow or envisage for further development outside the perimeter of the existing Science Park. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0592 | 07/10/2017 | David | Wintersgill | | N | N | N | |
| 1487 | Comments | | | | | | | |
| Whilst there is a need for affordable housing in Oxford, the figures are exaggerated and not as great as suggested. With BREXIT the local economy will have less students and European workers from the EU which will drop the demand for new housing. Also there is no guarantee that the housing will in the long term be for the benefit of Oxford and its local communities. Many of the current stock is being used by commuters from outside Oxfordshire and mainly from London region. The idea that they will be for local residents and those who work in Oxford is to mislead as current legislation does not prevent new housing going to outsiders. Affordable housing also means that it is only those that can afford the 80 percentage of the market rate which for Oxford means that it is unaffordable for the lower paid. The clear inability for Oxford to fully meet its own needs. They have not tried hard enough. Oxford could have built at higher densities which has not been doing. It needs to be more innovative in their development plans so as to obtain greater densities. They should use Compulsory Purchase Orders on sites where the landowners have resisted on building of housing. It should not be encouraging more business activity when it doesn't have the ability to house more people. The absence of sustainable, deliverable and appropriate alternative sites. Untrue - There are identifiable sites that Oxford could build on, such as Showman's field and Marston Saints Sports field, in addition to their own Green belt. Housing in Oxford will not be sustainable when the cost of housing is out of reach for most of the lower income groups. Also there is no current legislative barrier of preventing people from outside Oxfordshire buying or renting these additional housing. Homes for outsiders should not be provided so that they can commute to London etc. The relationships between existing communities and the proposed development areas and Oxford. This will generate housing need in this area – not Oxford. This "relationship" is more easily argued for Oxford and Littlemore Science Park as one example. Exceptional argument for developing in the Greenbelt, especially when people currently commute from Banbury and Bicester and elsewhere in Oxfordshire to work in Oxford cannot be seen. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0595 | 09/10/2017 | Mark | Behrendt | Home Builders Federation | | | | Y |
| 1493 | Comments | | | | | | | |
| The HBF is the principal representative body of the housebuilding industry in England and Wales and our representations reflect the views of discussions with our membership of national and multinational corporations through to regional developers and small local housebuilders. Our members account for over 80% of all new housing built in England and Wales in any one year. As with our submission to the previous consultation on the partial review we agree with the conclusions of the Oxfordshire Growth Board that it is difficult to be categorical about the precise extent of Oxford City's unmet need. The exact supply of homes that can be provided cannot be predicted exactly and we consider a working figure of 15,000 homes to be reasonable. The approach taken by the Oxfordshire authorities in addressing unmet need is a clear demonstration of the effective and on-going cooperation within Oxfordshire. However, due to the uncertainty regarding the actual capacity of Oxford we consider the final agreed delivery outside of Oxford 14,850 homes should be considered as a minimum that will need to be accommodated. Oxford City's consultation on it Preferred Options continues to state that housing needs could be as high as 32,000 new homes by 2031 but in its Housing Needs and Supply Paper supporting the latest consultation document suggests that for the period 2011 to 2031 it is likely to deliver 8,484 units. Whilst the City Council have stated they will seek to maximise delivery this new evidence would suggest that the unmet need arising from Oxford City could be higher the previously considered. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Expresses interest in attending any relevant hearing sessions at the Examination in Public | | | | |
| PR-C-0606 | 10/10/2017 | Bryant & Margaret | Ambrose | | | | | N |
| 3397 | Comments | | | | | | | |
| Consultation Process - although this has now been extended, there has been a great deal of scepticism as to the intention, therefore side stepping the proper democratic process | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0609 | 27/09/2017 | Mrs Joy | Barrett | | | | | |
| 1517 | Comments | | | | | | | |
| Regret that land behind The Moors which was earlier stated unsuitable for development is now at risk of having a development of 300 houses plus business units, in spite of being in the Green Belt. Does nobody consider future generations when proposing these plans? The pond at Holmwell House was restored by an Environmental Group and was then, and still is now, a habitat for Great Crested Newts. The proposed access for the site would certainly destroy the pond. How will The Moors and Mill Street cope with all the additional traffic? How will the local schools accommodate the extra children? Not to mention medical services already under pressure. It would be appalling to cover this beautiful rural landscape in concrete. Plea to the Planning Inspector to refuse these proposals in the interest of Kidlington residents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0612 | 02/10/2017 | Mrs G | Pollard | | | | | |
| 1521 | Comments | | | | | | | |
| Support for decision not to include land behind The Moors in any development. Site is in the GB which must be preserved and protected to prevent urban sprawl as stated in the Conservative Government's manifesto. Loss of landscape and rural views towards the oldest part of the village would affect the setting of St Marys Church and the Church Street conservation area. Any development will exacerbate the flood risk to housing and adjoining land/conservations area. There is inadequate local infrastructure to support any development on the land behind The Moors. The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Marys Church. The land should be treated as a permanent local green space. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0615 | 02/10/2017 | Bridget Ronaldson | Ronaldson | | | | | |
| 1524 | Comments | | | | | | | |
| <p>Recently received notice re partial review of consultation on development of land to the back of The Moors. Have enjoyed walking in the fields since 1991, observing lots of wildlife and enjoying the views particularly of St Marys Church. Regularly used by locals and visitors. Recent large increase of cars parking on The Moors and surrounding roads for long periods of time. Noticeable increase of traffic in Benmead Road and The Moors is often bottlenecked between Benmead Road and High Street. Flooding has affected The Moors and any further building on this land would exacerbate the situation. The addition of Moorside has already impacted on the surrounding area. It would be disastrous for the community going forward to loose this land forever when it is an area of natural beauty in the oldest part of the village.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0616 | 29/09/2017 | Mrs SD & Mr P.L. | Stock | | | | | |
| 1525 | Comments | | | | | | | |
| <p>Land still at risk of development by Bloombridge. Please preserve this site in the GB thereby preventing urban sprawl. GB must be protected and preserved, preventing loss of landscape and the wonderful rural views which are so loved and appreciated, especially towards the older part of the village. Development as suggested would undoubtedly exacerbate flood risk, also increase traffic on already very busy roads, for vulnerable children and families. The fields are so important to village residents who thoroughly enjoy the abundance of the wildlife and the opportunity to walk in them. We most certainly do not want the development to take place, and wish this land to be left as a permanent green space.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0617 | 02/10/2017 | Gwyneth | Stone | | | | | |
| 1526 | Comments | | | | | | | |
| <p>Dismay at proposed development around Yarnton, Begbroke and Kidlington. Need for housing is appreciated and modest development of genuinely affordable housing between the three villages would be acceptable, these proposals go way beyond anything that would be acceptable. Proposals are presented as a plan to solve Oxford's unmet housing need. Latest reports indicate this need (and Cherwell's) has been considerably overestimated. Even if this is disputable Oxford should do more to meet it's own needs. It has land available for commercial development, but not housing. When land is made available for housing, the type of provision does not match the range of need. The new Barton development had the proportion of affordable housing cut and some properties are currently on the market for £600,000 plus. Elaborate plans in the scheme for transport systems ignore the problems which continue to exist around the north of the city despite the extensive and protracted "improvements" at Cutteslowe and Wolvercote roundabouts. The A44, A34 and A40 are already frequently congested which will become more acute by the Northern Gateway development. Whilst in favour of good public transport, it is not convincing that people will use it to the extent envisaged in the plans. Whatever type of transport people use to access Oxford they have to negotiate the bottle-neck on the A44 between Yarnton and Pear Tree. In this respect the proximity of the area to Oxford City is no advantage over areas further afield. While Yarnton, Begbroke and Kidlington are to become one big suburb, a main link between Yarnton and Kidlington (Sandy Lane) is to be blocked off to traffic. With no public transport provision between the villages there will be longer car journeys from one village to the other which is not environmentally sound. The area is surrounded by GB land designed, amongst other things, to protect the separate identities of settlements and to avoid urban sprawl. Planning regulations state that GB should only be used in exceptional circumstances which have not been demonstrated. The proposed separation between the villages is derisory and very unclear. Yarnton is selected for the most development, doubling the size of the village and changing it's character forever. Loss of GB is presented as being only 3%, whilst not disputed, it is feared that a precedent will be set resulting in yet more loss. This area offers a wide range of habitats for wildlife, greatly adding to the attractiveness of the area, which would be lost forever. Flaws in the plans should be seriously reconsidered.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0618 | 07/10/2017 | Keith | Johnston | | | | | N |
| 1527 | Comments | | | | | | | |
| <p>Cherwell District Council accepted Oxford City housing needs which were based on growth proposals and calculations which are out of date (particularly post Brexit) and also subject to revised housing number calculations currently part of a HM Government consultation. No convincing argument showing that all other options have been explored and eliminated before allowing Oxford City to overspill into GB. CDC has not described exceptional circumstances that warrant development in the Oxford GB. The document does not respect the District Council's responsibility to uphold its own policies. Proposals are unsound and contradict national policy regarding Green Belt and CDC Local Plan 2011-2015 Part 1 regarding development in Category A villages. I am in full support of objections presented by the Begbroke and Yarnton Green Belt Campaign Yarnton Parish Council and Begbroke Parish Council but wish for my personal objections and comments above to be included at any further stage of planning process.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0623 | 01/10/2017 | Peter | Finbow | | | | | N |
| 2362 | Comments | | | | | | | |
| <p>This involves destroying the green belt around Yarnton and Begbroke in order to satisfy the so called Unmet Housing need of Oxford. CDC claim exceptional circumstances. This has not been proved. The Housing White paper and the NPPF categorically state that the green belt should be protected and not built on. Lived in Begbroke for over 30 years and for most of the time been a member of the CPRE. So has always put countryside protection at the top of my agenda. Is not a nimby. The countryside is not a sterile area where houses do not yet exist. It is a vibrant part of the ecosystem, supporting a rich variety of wildlife or supporting agriculture. In my area there are at least 20 species of butterfly. We also use the green belt to provide refreshing walks and space from noise and pollution. You are planning to destroy our community of 2 villages. Your claim that the development will enhance biodiversity is utter rubbish. Furthermore you have no viable plan to improve the infrastructure which would be vital to make the plan sustainable. We already have terrible congestion on the A44 and surrounding roads. Your plan would aggravate this. Traffic would grind to a halt, especially between the Turnpike and Peartree. It will be impossible to widen the road here because of the topography. CDC representatives seem to have no idea for the problems that we currently experience daily. Does a lot of voluntary work involving taking vulnerable people to appointments and this activity would have to cease. Your plan to close Sandy Lane, our only sensible route to Kidlington, is nothing short of vindictive and ill thought through. We would have to join traffic to Oxford or go via Sandy Lane. Both choices would cause chaos.</p> <p>Oxford's unmet housing could easily be accommodated in the city if more effort was put into this by City Council. For instance Southfield golf course is a large area near places of employment. The city plan to build businesses at the Northern gateway should be scrapped and house built instead. Does not believe these planned 4400 house in the green belt are for Oxford. They would be occupied by people commuting to London from Oxford Parkway. The Colleges, CDC, OCC and others are conspiring to make large sums of money from developing land, currently held by the University at the expense of our villages. There would be continuous and ruinous sprawl from Oxford to Woodstock. In short your plan to develop land around Yarnton, Kidlington and Begbroke is UNSOUND in all aspects and you should stand up for the residents that pay your salaries. Your duty is to us, not Oxford and all it's cronies. We need our green belt and we object strongly to it being taken away.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0625 | 08/10/2017 | Prof Martin | Oldfield | | | | N | Y |
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1547

Comments

Oxford's Housing Need is Overstated - is based on calculations made prior to the Government's recent new guidance which would reduce the requirement. Is flawed because Oxford City Council has prioritised commercial development over housing in the city, e.g. Northern Gateway, and wants to export their housing needs to surrounding Councils. It would be much better to maintain Oxford as circumscribed city with a medieval core and then develop commercial expansion outside the Oxford GB, with appropriate housing for workers. Oxford's GB is a resource for residents and should not be destroyed. The National Planning Policy Framework has listed the purposes of the GB: 1. To check unrestricted sprawl of large built-up areas (Oxford should not be allowed to expand into a larger urban sprawl). 2. To prevent neighbouring towns merging into one another (Begbroke, Yarnton and Kidlington would become one vast housing estate, with ridiculously small 'green' strips between them). 3. To assist in safeguarding the countryside from encroachment (These areas are both agricultural land and used recreationally). 4. To preserve the setting and special character of historic towns (Yarnton and Begbroke are historic villages - the proposal threatens their character). 5. To assist urban regeneration, by encouraging the recycling of derelict and other urban land (There are brown field sites and other unused land in Oxford and the surrounding area which could be used to accommodate a reduced housing need without ruining the GB). Policy ESD 14: Oxford GB in Cherwell's earlier local plan 2011 - 2031 recognised these concerns. The latest proposal runs completely counter to this, coalescing Begbroke, Yarnton and Kidlington into an extended urban sprawl and makes complete nonsense of the concept of the 'Kidlington Gap'. The A44 corridor is already running at peak capacity with long traffic jams daily, existing park and ride buses also suffer from the jams. The addition of 4400 houses will only exacerbate the problem. The solution of cycling/walking would only minimally help and be underused. Closing Sandy Lane will remove a well used link with traffic using Langford Lane or Frieze Way instead adding to the already severe traffic problems. The proposed new railway station is unlikely to materialize in time to alleviate these A44 problems, if ever. The new Oxford Parkway - Marylebone line is already heavily used by London commuters and will not help Oxford's housing need. Flooding in areas A and B would get worse. There has been periodic flooding in the last 12 years, particularly the bottom of Spring Hill as well as other parts of the chosen sites. Replacement of GB with impervious surfaces inherent in development will only make the flooding worse. Recent extreme weather events in USA have shown the impact of Global Warming increases the likelihood of torrential downpours adding to the extra flooding due to the proposed development. The "Exceptional Circumstances" cited for ruining the GB are not justified, easily refutable (reasons given) and should be voted down or subsequently refused. Affordable housing - Recent experience at Barton development shows the proposed scheme is unlikely to provide much affordable housing for Oxford residents. House prices are likely to be high and bought up by commuters to London using Oxford Parkway. Existing commercial activity in Oxford is in the South-East sector, that is where affordable housing should be built.

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative

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| PR-C-0628 | 03/10/2017 | Andrew | Drury | | | | | |
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1550

Comments

Concerns and strong objection to proposed development on the Moors. Benmead is a very busy road, especially at school times with cars being parked on the road. Recent developments caused problems for residents when Benmead was the main access to the development.

Changes Sought

Reasons for Participation

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| PR-C-0629 | 09/10/2017 | Mrs Rosie | Lodwick | | | | N | N |
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1551

Comments

Exercise in public consultation woefully inadequate both in the letter and spirit of the law. Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 states that: 1. A local planning authority must: a) notify each of the bodies or persons specified in para (2) of the subject of a local plan which the local planning authority propose to prepare, and b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain. This regulation has not been complied with. Each household was not notified in writing - the only method used to notify each person was to put an item in the magazine Cherwell Link. Only one edition refers to the plan (Winter 2016) - but unable to verify this as it has disappeared from the website. Reference consists only of shortest possible paragraph saying nothing more than that a Plan was being prepared, and giving a link to the website. In order to satisfy both Regulation 18 and their stated aim of engaging with the community, the produced short Summary Booklet for this Plan should have been sent to each household in the affected areas. Community engagement aims are: Information, Consultation and Participation. There has been almost no attempt to make anything other than the weakest of efforts to engage the community. Most community engagement was done by groups of volunteers. Consultation took place over the holidays and was carried out in such way as to minimise and discourage the involvement of the community. Derisory response from the Council to the Consultation in January - with many comments from the public being ignored, thus discouraging involvement.

Changes Sought

Reasons for Participation

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| PR-C-0631 | 02/10/2017 | Ben | Reeves | | | | | |
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1559

Comments

Horrified at proposals for expansion of North Oxford/Cherwell district to develop new housing on the GB area and north of Cutteslowe. The need for affordable housing in the area is obvious, however planning seems to ignore the issues causing the massively inflated prices of property in Oxford. Stamp Duty is now so expensive that anyone wanting to relocate are prohibited from doing so, university colleges subsidising houses for employees who could never afford to live here means that price inflation gets worse, private landlords passing all charges onto tenants mean that opportunities to save towards purchasing a home are even more greatly reduced. What guarantee that these new planned developments will not simply be purchased by people commuting into London with no benefit to the local infrastructure or jobs on this area? As a resident of Summertown I have witnessed the disastrous transport planning around the Banbury Rd roundabout, for 2 years travel chaos was tolerated on the promise of an improved journey around this area. Millions of pounds and years of frustration have made the situation at best the same and at worst a total disaster. You now expect residents to put their faith in your ability to plan for even more journeys to be made around this vital junction into Oxford? The GB land is there to prevent urban sprawl. The idea that my children will grow up in one huge concrete jungle without the beautiful open spaces surrounding Oxford is horrifying. Where next? We must resist at all costs the transformation of Oxford in to one even bigger concrete city and the expense of all the things that make it such a great place to live and work.

Changes Sought

Reasons for Participation

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| PR-C-0632 | 08/10/2017 | Christina | Redfield | | | | | |
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1560

Comments

Concerns about the proposed building of more than 1100 new houses between North Oxford and Kidlington. The existing transport infrastructure can cope with the additional houses. Every morning I either walk, cycle or take the bus from Wentworth Road to the South Parks Road science area and do the return trip in the evening. The traffic on Banbury Road moves at a snail's pace in the morning and the fastest way to get to Marston Ferry Road is to walk. The buses are also very full at rush hour and very slow moving. There is no way that the roads can accommodate more traffic. I have read the proposals to expand park & ride capacity and other measures for improving public transport. You need to actually implement these and show significant progress before approving the construction of new homes. Will building these houses meet the needs for housing in Oxford? The proximity of the planned development to the Oxford Parkway station will make these houses desirable for commuters rather than for key workers in Oxford (schools, NHS, university workers). There is no reason that we need to provide more housing for people who work in London.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0638 | 09/10/2017 | Peter | Bridges | | |
| 1569 | Comments | | | | |
| The loss of GB land is significant even if the percentage quoted is small. At the exhibition on Cutteslowe Park I asked if any account had been taken of the proposal to relocate the Oxford United stadium into this area by Oxford Parkway for which the Oxford City Council and the Club have discussed long term plans. There was complete ignorance of this which is worrying and shows a lack of awareness of what is going on. I suggested you speak to Oxford City Council to verify the position. Finally an added word about traffic. There seems to have been no traffic improvement plans suggested which must be in place before 4400 houses are built. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0639 | 09/10/2017 | Laura | Walton | | N |
| 1570 | Comments | | | | |
| Objection to the consultation process which was unreasonable, unfair and unnecessarily complex. The council have produced a large number of documents in the hope that people won't read all of them and constantly using legal terms, so that you need a law degree to understand what is actually being proposed. At the public meeting held at Exeter Hall 21st September, Councillor Wood managed to anger local residents by not answering their questions. He presented a monologue of why the Oxford had to do this and skirted round the topic as to why villages had to take on Oxfords housing needs. He repeatedly tried to twist what people had been saying (specifically the issue of affordable housing within the development). He has said this is non-negotiable, that they have decided we are having Oxfords housing requirement. This is not consultation; our views are not being listened to. As a single person who has lived in Kidlington all my life, with a well paid job and not on minimum wage, I am unable to afford a house or flat of my own (even affordable housing). What Oxford needs is to build affordable homes within the city boundaries. Instead they are building estates like Barton park with houses that have extortionate prices tags, appealing to people commuting to London with London weighting. The actual percentage of affordable housing built always ends up being lower than the proposed percentage, but is still unaffordable for local people. The main reason put forward for building these 4400 houses is to provide affordable housing for local residents - the proposed plan will not do this. More unaffordable homes built to take London's housing issues at the cost of the GB and local villages are not needed. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0640 | 05/10/2017 | Carole | Walton | | |
| 1575 | Comments | | | | |
| Unaffordable Houses. Very few of the new houses would be 'affordable' or 'social housing' in reality. Developers across the country consistently default on their affordable housing quota with impunity. Predicted prices for so called starter homes at Barton Park are already beyond the reach of many first-time buyers. Most of the new houses are likely to serve the London-commuter and buy-to-let markets, and Kidlington, Yarnton and Begbroke's young people and the county's key workers still won't get the truly affordable housing they need. If permission is granted there is a fear that local developers will then be granted permission at a later date to build even more houses on GB areas currently rejected, until no GB remains around Kidlington, Yarnton and Begbroke. So take action on the new Government formula and revise the plan cutting down the number and size of sites required using land not within the GB. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0641 | 09/10/2017 | Carole | Pack | | |
| 1580 | Comments | | | | |
| Agreement with submission document over the retention of GB designation on sites on the north-eastern side of Kidlington (between the village and the river Cherwell), and the absence of development allocations in these areas. These sites, which lie behind the houses on the north side of The Moors, are part of the GB countryside. It is a priority to retain these sites as undeveloped land that contributes to the recreational amenity of local residents and the setting of Kidlington. It forms one of Kidlington's key countryside assets and helps to add an attractive rural dimension to Kidlington's largely urban identity. These sites are well provided by footpaths and they have become important areas for countryside pursuits walking and jogging. St. Mary's Fields is a conservation area on the eastern edge of these sites and would be damaged by development. Totally opposed to development of any kind on these sites. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0644 | 09/10/2017 | Dr Autumn | Rowan-Hull | | |
| 1583 | Comments | | | | |
| Strong opposition and objections to new developments surrounding Begbroke (west) and Yarnton. The development will destroy the countryside both the flora and fauna. The area is home to rare butterflies and unique grasses due to the natural wet springs (Springhill road was named after these springs). The areas outstanding beauty will be lost forever. England has a well deserved pride in protecting its rare flora and fauna. Why kill the animals and plants in this area after spending so many years protecting them. Personally passionate about preserving our amazing wetland flora and protecting our native butterflies\cats\owls to name a few of the animals that surround the area. An influx of people to this sensitive ecosystem that has taken thousand of years to develop would destroy this forever. Even large recreational areas would destroy this truly unique environment. It needs a large protection zone. It will also create unacceptable congestion in the area. The roads will be even more congested because there will be too many people, no amount of public transport could accommodate the different commuting patterns people have to travel. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0646 | 09/10/2017 | Mr David | Somers | | N |
| 1590 | Comments | | | | |
| That Oxford is a popular and busy place is understood. However the solution to perceived housing shortages which reduce the quality of life for citizens (existing and new) is a backward step for the city and the inhabitants. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0647 | 08/10/2017 | Susan | Doucas | | |
| 1591 | Comments | | | | |
| Objection to building on the GB around Yarnton, Begbroke and Kidlington: Traffic and the roads - already congested and traffic is forced to use side roads and lanes that are not suitable for heavy use. More cars will create complete log jams and add enormously to pollution. The new planned park and ride traffic will only attract cars from outside the area adding to this. There are also additional houses planned for Woodstock. Numbers of houses - Since Oxford doesn't even know how many houses they are going to need, why is CDC so keen to cover the GB with houses which might not be needed? The building spree will attract commuters from places like London where they can't afford to buy a house. Precious GB - In this very crowded part of the country the GB is a truly precious thing both for humans and for wildlife. It creates green space and lungs for the city and the surrounding villages. It is both beautiful, grows food and makes the area a pleasant place to live. The only ones to gain from this terrible idea are the land owners and the builders. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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|------------------|------------|-------|--------|-----------------------------------|---|---|---|---|
| PR-C-0658 | 09/10/2017 | Giles | Hughes | West Oxfordshire District Council | Y | Y | N | Y |
|------------------|------------|-------|--------|-----------------------------------|---|---|---|---|

5418

Comments

Concern over the impact of the proposed Woodstock urban extension, including the potential adverse effects on the settings of important heritage assets. It is not clear that Cherwell have appropriately considered the cumulative impact of the proposed urban extension in combination with the proposals in the proposed West Oxfordshire Local Plan. The proposed West Oxfordshire Local Plan proposes 670 new homes on urban extension to Woodstock, including 300 homes to the immediate west of the Cherwell site which now have planning approval subject to a Section 106 agreement. The cumulative effects that need to be considered include the impact on the setting of the Blenheim Palace World Heritage Site. The site at present is a large open field, whose openness is readily apparent from the A44 as visitors travel towards Woodstock from the South, and this contributes to the setting of the World Heritage Site. A key issue to consider is the harm that the Cherwell proposal might cause in combination with the adjoining development in West Oxfordshire. Cherwell have not considered that already there is a woeful lack of parking available in Woodstock and there is a real fear that development of this site would create a satellite village whereby shoppers would use the private car to commute to and from Kidlington. Another important issue is the impact of the proposal on this setting of the Blenheim Villa Scheduled Ancient Monument which is within the site itself. Although the SAM itself will be protected from residential development, the proposed housing area would represent a significant change to the landscape just to the north of the SAM thereby adversely affecting its setting. There is a strong hedgerow feature on the western boundary of the site, which follows the alignment of a historic tract. The proposed urban extension would breach this natural boundary and extend development in an incongruous 'finger' to the east. As such it would not relate well to the existing urban form of Woodstock in this area. The proposed allocation is considered to cause harm to the settings of important heritage assets, it would also impact on the landscape and setting of Woodstock as a result of an incongruous urban extension which is poorly related to the characteristics of the location. The benefits of the proposed allocation do not outweigh these harms, given that there is scope to deliver housing to contribute towards Oxford's needs in alternative ways, such as through a modest increase in density on sites released from the GB, or by the development of the site Policy PR3a, which is to be removed from the GB but is not proposed for housing development in the proposed submission plan. More efficient use of the GB sites could deliver at least 410 additional homes and therefore eliminate the need for the proposed Woodstock urban extension. As such the proposed allocation is contrary to the NPPF.

Changes Sought

Delete PR10 and the Woodstock allocation

Reasons for Participation

To address cross-boundary issues with West Oxfordshire

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|------------------|------------|-------|----------|--|--|--|--|---|
| PR-C-0660 | 07/10/2017 | Carol | Matheson | | | | | N |
|------------------|------------|-------|----------|--|--|--|--|---|

1627

Comments

Objection as Oxford's unmet need has not been justified, nor has it been proved. The Oxford Growth Board assumed a figure of 15,000 dwellings. "The Oxford Growth Board should note that the working assumption of 15,000 is a working figure to be used by the programme as a benchmark for assessing the spatial options for growth and is not an agreed figure for the true amount of unmet need". More thought and detail needs to go into proposals reconsidering using GB land over available brownfield sites. Oxford has to get it's Local Plan in order and make provision for it's own needs, visiting it's own brownfield sites with it's own boundaries. Reliable, verified, up-to-date figures of housing needs are required before any allocation.

Changes Sought

Reasons for Participation

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|------------------|------------|-----------|--------|--|--|--|--|--|
| PR-C-0661 | 05/10/2017 | David L R | Adcock | | | | | |
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1636

Comments

Strong objection to the proposed use of NOGC land for housing development. Agreement that Oxford needs additional housing to meet forecast population figures but many other areas highlighted in your review document are more suitable in terms of size, location and impact on the local community. These large swathes of land are just ripe for larger scale development so why pick NOGC whose land would yield a mere fraction of the housing units required? This magnificent 110 year old parkland golf course is a wonderful example of biodiversity and boasts over 25 tree species supporting a habitat for over 50 recorded bird species. Add to this, the great crested newt and it almost becomes a protected Site of Special Scientific Interest. The National Planning Framework certainly has mechanisms to prevent urban sprawl, so again your proposal contravenes Government guidelines. Kidlington joined with Oxford. Surely current policy prevents you from doing this? Section 8 of the National Planning Framework entitled Promoting Healthy Communities. Paras 69 to 78 give the distinct impression that the planning system can play an important role in the social, recreational and health of local communities by catering for such facilities in the planning process. This is exactly what we have at NOGC. Across all age groups. From teens to over 80's. Golf for members and non members from Oxfordshire and surrounding counties, social functions and a meeting place for members, non members and established societies, wedding receptions, Pilates classes. The list goes on. A club integrated into the local community and vice versa. I believe your plan to destroy this key local facility is a very significant violation of the National Plan and your proposal should be withdrawn on this point alone.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|------|--|--|--|--|--|
| PR-C-0662 | 02/10/2017 | Charles | King | | | | | |
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1637

Comments

Objection and concerns re proposal to build 4400 new houses in and around Kidlington. Infrastructure systems in Kidlington are already overloaded and there is no evidence of a credible plan to address issues such as: schools, sewage handling, health facilities, shops, community facilities, retaining open spaces in the Village, road parking, etc. Main roads into Oxford are already over-loaded through Kidlington and there is no space to increase capacity. Part of the recent increase in traffic is because many 3-4 bedroom houses in Kidlington have been converted to several flats, each now with one and two car occupants so that work recently completed to improve the Summertown ring-road roundabouts are again overloaded. The proposal is to build on GB land which currently makes for a reasonable life, but which infilled will make life for everyone less pleasant through no green spaces, facilities unable to cope and chronic traffic problems. Even the bowling green next to Exeter Hall appears at risk as it was on a 20+ year lease (ending Dec 2017) and is now being offered a 2yr lease, presumably to enable extension of the Exeter Hall Surgery to cope with some of the 10,000 extra people planned to use the Village. This approach if true, would remove a well-used and loved green space. If GB land is to be compromised and new houses built for residents to gain access to increasing work availability in the Oxford area it would be well to build a new Garden Village close to existing main road ways and build the necessary infrastructure to cope. Land on either side of the M40 between junctions 8a and 9 would give access to the motorway, A40 into Oxford or A34 north and south – The A34 particularly will need widening to cope with additional households already committed in Bicester. Tragic recent deaths and injuries from truck and car incidents on the A34 must in some degree be the effect of overloading this roadway and plans to increase the A34's loading yet further by building new housing proximate to it, must look at the potential for increased accidents and fatalities (has a report been commissioned on this?) and offer credible mitigation, or seek to build elsewhere and so load other roadways better able to cope.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|-----------|--|--|--|--|--|
| PR-C-0663 | 03/10/2017 | Niels | van Kuijk | | | | | |
|------------------|------------|-------|-----------|--|--|--|--|--|

1638

Comments

Objection to building 4400 houses around Yarnton/Begbroke/Kidlington. Proposed areas are part of GB and should not be used. The roads will not cope with addition of the extra traffic - they are already solid in the mornings and late afternoon/early evenings. The proposed changes to public transport are not sufficient. The bottle neck into Oxford is the single carriage road (A44) before Loop Farm Roundabout. No planned changes/widening will only mean that adding more buses will not make a difference but may make the problems worse. The proposed closure of Sandy Lane will be terrible. This road is a life saver for many people who need to get out of Kidlington/Yarnton. Closure for through traffic will force traffic to join the other roads, making the traffic problems even worse. There are already long waiting lists to see local GP's. The health services and schools will struggle to absorb over 10000 people extra.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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|------------------|------------|-----|---------------|--|--|--|--|---|
| PR-C-0664 | 08/10/2017 | Tom | Butler-Bowdon | | | | | N |
|------------------|------------|-----|---------------|--|--|--|--|---|

1639

Comments

Objection to plans to build on GB land between Yarnton and Kidlington. There are many areas beyond Kidlington that are better for development, and which could be connected to Oxford via park and ride buses and trains. Please use these sites and stop the Oxford sprawl which lessens quality of life and damages ecosystems.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|-----------------------------------|----------------|--|--|--|--|---|
| PR-C-0665 | 25/09/2017 | Dr. Elizabeth and Professor David | Fry and Stuart | | | | | N |
|------------------|------------|-----------------------------------|----------------|--|--|--|--|---|

1642

Comments

Plan is Unsound, Not Positively Prepared, Not Justified and Not Effective on the following grounds: 1. Transport - With no safe way to cycle to work or use public transport (either it does not take us close enough, or takes substantially longer than is feasible), we need our cars for work. Like many households we have to run multiple cars and this won't change however much public transport is improved. Infrastructure does not support current traffic requirements encouraging 'rat runs' through the villages Traffic reaches a standstill on A34, A44 and A40 with traffic from Bicester impacting greatly to roads in the area. Many hours of work have been lost due to the current road situation and it is unthinkable to increase the amount of housing in the area without improving the road network. 2. The Unmet Need - figures based on unsound method and have been revised down. Proposal should be re-thought. Oxford City should increase housing density within the line as per most European cities. Private housing blocks should be built for student accommodations rather than letting out properties. 3. Employment - New jobs and high tech sites should be targeted to Bicester where the new housing has been sited. This would stop traffic congestion and air pollution caused by increased traffic in Oxford. 4. GB - GB supports much wildlife (barn owls n field adjacent to us). Destruction of these habitats, because we cannot build efficiently in the City, is upsetting. The farmland provides food, oxygen, a beautiful environment for us to walk in. Individual village identity will be lost with the area becoming an urban sprawl. There is land available within the city - GB should be preserved for future generations.

Changes Sought

Reasons for Participation

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|------------------|------------|----------|---------|--|--|--|--|--|
| PR-C-0669 | 05/10/2017 | Patricia | Redpath | | | | | |
|------------------|------------|----------|---------|--|--|--|--|--|

1646

Comments

Despite current time constraints, the new figures issued by the government are so significant that surely the District Council can put forward a strong case for deferring deadlines. The District Council has already had to redesign its approved Local Plan to increase numbers as dictated by the SHMA – figures for Cherwell District that are now suspect. To now be visiting even more houses in the District to take on a disputed (with now added strength) requirement is to say the least foolhardy. It is well known that CDC fought hard against the proposals of Oxford City for the Cherwell District to take on a duty of cooperation to cover the claimed “unmet need”, and that CDC disputed the fact that if there was a need to cover an overflow that these should NOT be located closest to Oxford where it would take development into the GB, of which at that time CDC was a great defender. What has changed? Residents are being advised by lead members of Cherwell DC of the wonders of these proposals. Already there is an expressed defence of the existing numbers with no expression of relief that there is a strength to disputing their necessity. I believe that CDC has a duty to question the need. Residents set to be blighted by the imposition of this housing expect the Council to look after their interest. Arguments against the proposals are well-rehearsed and it was shameful that a packed public meeting in Kidlington where intelligent views against the proposals – including preservation of the GB, the real exceptional circumstances of ignoring GB policies, the density of the dwellings that would reduce the amount of land required, and many others, were taken no notice of by the leader of the council who failed to answer questions raised and made contradictory claims about the economic proposals in the county.

Changes Sought

Reasons for Participation

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|------------------|------------|------|----------|--|--|--|--|---|
| PR-C-0675 | 04/10/2017 | Gill | Davidson | | | | | N |
|------------------|------------|------|----------|--|--|--|--|---|

5419

Comments

Implore the Council to reconsider this Plan which is unsound, not justified and will be totally ineffective in resolving any of the issues in Oxford and it's villages. The area will just become even more attractive for wealthy London commuters and local people will still have nowhere to live and fewer recreational opportunities never mind services. The City and its environment will be destroyed and become even more congested and polluted. This is a heritage City! It's currently an absolute disgrace. Don't make it even worse!

Changes Sought

Reasons for Participation

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|------------------|------------|----------|---------|--|--|--|--|---|---|
| PR-C-0679 | 09/10/2017 | G P & JE | Goddard | | | | | N | Y |
|------------------|------------|----------|---------|--|--|--|--|---|---|

1666

Comments

1. This is ancient GB Land widely used by both villagers and wildlife and provides the necessary separation between a tiny village like Begbroke and its much larger neighbours. Turning this into a conurbation with Yarnton, Kidlington, and Oxford, would simply demonstrate the total incompetence of the councillors/planners concerned who were duly elected to defend the wishes of their constituents. Explanation is required how merging 390 houses and 780 inhabitants of Begbroke into a conurbation of 30000 people is protecting the GB and open spaces that define this area. 2. Flooding has been a frequent problem for many residents in Begbroke with properties adjacent to Rowell Brook and any additional development to the south of the brook will simply ensure that a problem which has been partially alleviated over recent years will return with a vengeance. 3. Wildlife is an important feature of life in Begbroke as the land is traversed by both deer and foxes while rare species of newt breed here, and there are several bat colonies. 4. Transport is already a major problem as the queue that forms along the A44 frequently stretches back through Begbroke in the mornings yet ALL the traffic from the Banbury road through Kidlington will be diverted onto this overcrowded road! A Park and Ride is proposed at the Bladon roundabout adding even more buses to the queue. Adding thousands of new homes to this chaos will simply totally paralyze the entire transport system along the A44. The current traffic density already ensures that the vehicle pollution limits that the council should have monitored before making these proposals are regularly exceeded making Begbroke a dangerous place to live. 5. Elderly residents of Begbroke have a major problem in crossing the A44 from the bus stop as due to the intensity of the traffic it can take more than 10 minutes to cross the road at anywhere near rush hour times. There is no central reservation refuge so you have to stand in between fast moving traffic hoping that one of the many crashes will not occur while you are in such an exposed position. Even our bus shelter which is stone built and set well back from the road was flattened by one of these events recently. Yarnton bus service allows the elderly to safely alight and cross quite village roads, but in Begbroke we ALL have to cross the A44! When planning permission was granted to Oxford University to add a major highway from the A44 into the BEGBROKE Science Park ALL the Councillors, Planners, Oxford University Staff and Developers who attended the meetings in BEGBROKE village hall promised us that the 600 monies would be spent on ensuring that Begbroke would be given a traffic light controlled pedestrian crossing to solve this pedestrian problem. (Similarly when we all objected to this new road as it would simply open up our GB land for development we were assured that no such intent would ever exist!) Yet without any communication this pedestrian crossing suddenly appeared in Yarnton where it was not even needed as traffic on the A44 obeys the speed limit by then unlike in Begbroke. They also have a wide central reservation providing a pedestrian refuge and only a tiny number of villagers have to cross the road anyway!

Changes Sought

Reasons for Participation

As I am frequently not available I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

Proposed Submission Plan - General Comments

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|------------------|------------|----------|---------|--|--|--|---|---|
| PR-C-0679 | 09/10/2017 | G P & JE | Goddard | | | | N | Y |
|------------------|------------|----------|---------|--|--|--|---|---|

5420

Comments

6. A key safe and quiet corridor for all of us is provided by Sandy Lane between Yarnton and the shops in the centre of Kidlington as this avoids the hazards associated with the busy industrial area traffic in Langford Lane or the huge detour involved in going via Frieze Way and the busy roundabouts at each end, yet these plans eliminate this vital link.

7. So where should all the new housing go, well the first place is on all the available development sites including those earmarked as industrial sites in Oxford if indeed they need to add new housing for Oxford as it expands its industrial sites in Cowley and the southeast corner of the city. Then the people who wish to get there would already be in Oxford rather than simply clogging the roads into the city from the northwest. This would then persuade expanding companies or new businesses to move towards Banbury, Didcot, and Bicester where the vast new housing estates already being established are crying out for the addition of enlarged new local employment areas and could even attract traffic away from Oxford rather than towards it!. Oxfordshire including Cherwell should then look at all the villages including Begbroke and add additional housing in them all where sites can be easily identified e.g. on the rough land at the end of Begbroke Crescent / behind the "Vans for Bands" site where a limited development could easily be blended into the village. This if repeated throughout the County would generate many thousands of extra homes without destroying the total greenbelt within a single area or forming a sprawling urban spread that totally obliterates the boundaries of historic villages like Begbroke. 8.The greed of the University Colleges underpinning this application should be recognised as they simply want to destroy greenbelt and sell off land to further increase their salaries and have no interest in retaining the essential assets of the area. They will only succeed in this mission if enough corrupt councillors and planners take their side in return for the fees per house they will receive, and we are therefore hopeful that the planners and councillors in Cherwell will recognise this and vote against this application.

Changes Sought

Reasons for Participation

As I am frequently not available I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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|------------------|------------|----------|--------|--|--|--|---|---|---|---|
| PR-C-0680 | 08/10/2017 | Samantha | Keates | | | | N | N | N | Y |
|------------------|------------|----------|--------|--|--|--|---|---|---|---|

1667

Comments

I find this plan unsound because of the quantity of proposed houses, the traffic plans are not viable as the roads are already gridlocked into Oxford and the new plans proposed solve none of these problems. People will not cycle into Oxford as it is further than the normal cycle distance from home to work. Housing for Oxford needs to be nearer or inside Oxford. Building on GB land is not necessary when there are brown field sites available in Oxford where Oxford City could fulfil their own housing shortage. Green countryside is one of the main attractions of Oxford and building what will be an extension of Oxford and merging surrounding villages is something that can never be reversed. Given that the houses are being built near to the train station it seems to me these houses would be for London commuters and not for local first time buyers. This response should be read in conjunction with the Representations made by the Begbroke & Greenbelt Campaign which also form part of this representation.

Changes Sought

Reasons for Participation

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

| | | | | | | | | | | |
|------------------|------------|-------|-------|--|--|--|--|--|--|---|
| PR-C-0681 | 07/10/2017 | David | Young | | | | | | | Y |
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1668

Comments

I think it fair to say that the proposed allocation for housing development in the Approved GB to the north of Oxford represents a facile and lazy-minded response to the perceived problems of the City's housing need – and the proposal for the North Oxford Golf Course in particular, possibly the worst single planning proposal I have ever come across. I think that the strategic planning vacuum induced by the previous few governments, has allowed the City Council to perpetrate unsubstantiated growth on the surrounding Districts. The figures agreed by the Oxfordshire Growth Board are far too high and the City deliberately has inflated its projected employment growth, at the same time refusing to contemplate housing development on its vacant employment and other sites. Recently published government housing figures for Oxfordshire, substantially reduce the totals needed. In principle, all the Local Plan reviews currently predicated on the Growth Board figures should be put on hold until a County-wide re-assessment is carried out. Whereas successive County Structure Plans achieved a balance of growth needs against those of conservation, and the provision of the infrastructure to serve them, there has been no observable exercise here, and very little prospect of service provision to match. There are lots of arguments against an increasingly Oxford-centric strategy, but I believe the impossibility in today's economic climate (which Brexit will probably worsen) of achieving the necessary infrastructure at the right time to meet the resulting transport demand, is the most pressing.

Changes Sought

Reasons for Participation

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| PR-C-0681 | 07/10/2017 | David | Young | | | | | | | Y |
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1669

Comments

I am on record, as saying that the Kidlington Gap is the most important part of the Oxford GB. As a whole it matches precisely all three original purposes and indeed the reconfigured five purposes of the government advice. It is also an area in which there will be huge pressure from landowners/developers not to provide so-called affordable or social housing. (A real problem of housing in Oxford is of course qualitative need). I find it difficult to think of any part of the OGB anywhere near as important as this. The analysis in the Partial Review seems to confirm this, yet the conclusion allocates huge tranches for housing which will remove almost all the observable gap.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|-------|--|--|--|--|--|--|---|
| PR-C-0681 | 07/10/2017 | David | Young | | | | | | | Y |
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1671

Comments

Following publication of the revised housing need figures the whole process should be halted until a countywide review can take place. If this does not happen there should be a balanced assessment of the Kidlington Gap in relation to the points raised. The proposal for the Golf Course should be withdrawn immediately. I have some significant unease about the process that Cherwell has followed, not least the uncritical acceptance of some dubious Growth Board figures. On the golf course proposal I have even more procedural reservations. Cherwell talked to the Colleges/Agents, but it did not at any stage approach the Golf Club. I believe Exeter was not however spoken to about Frieze Farm.

Changes Sought

Reasons for Participation

Following publication of the revised housing need figures the whole process should be halted until a countywide review can take place. If this does not happen there should be a balanced assessment of the Kidlington Gap in relation to the points raised. The proposal for the Golf Course should be withdrawn immediately.

Proposed Submission Plan - General Comments

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|------------------|------------|--------|--------|--|--|--|--|---|
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | N |
|------------------|------------|--------|--------|--|--|--|--|---|

1672

Comments

Personal response to the local plan is that it has been a joke – you are laughing at the local residents in the areas concerned and you are laughing at us. This supposed ‘public consultation’ is insulting. There is no evidence that the previous consultation was listened to and there is evidence that you will not listen to the local evidence presented in this round. As evidence I direct you to Cllr Wood’s disastrous appearance at the public meeting on the 27th September – he was very frank and the distinct impression we all felt was you think we’re idiots and you have already made these deals.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|--------|--|--|--|--|---|
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | N |
|------------------|------------|--------|--------|--|--|--|--|---|

1688

Comments

Do not find this a lawful process in any shape manner or form. It feels like a deliberate chance to bamboozle local residents into giving up on objecting. The documentation you have provided and the response format has been done to deliberately put local people off of responding. There is no justification provided in this document to build on greenbelt land in this area. You need to go back to drawing board and find non-greenbelt land to build on.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|--------|--|---|---|---|---|
| PR-C-0683 | 08/10/2017 | Matthew | Keates | | N | N | N | Y |
|------------------|------------|---------|--------|--|---|---|---|---|

1689

Comments

I do not agree that the housing proposed is necessary, especially as it is proposed on GB land when alternative solutions are available. The quantity of housing required is in dispute so should be put on hold until the number is officially clarified. The traffic is not managed now so how will cope with and extra 1-3 cars per new household, the transport solutions proposed are not viable. This response should be read in conjunction with the Representations made by the Begbroke & Greenbelt Campaign which also form part of this representation.

Changes Sought

Reasons for Participation

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|-----|-------|--|--|--|--|--|
| PR-C-0685 | 09/10/2017 | Ian | Drury | | | | | |
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1691

Comments

Opposition to proposed plan to address predicted Oxford City Housing shortage. No confidence in accuracy of study indicating predicted shortfall and future requirements to eradicate the problem. Not enough has been done to identify land suitable within Oxford for housing and their proposed allocation is a joke. Decimation of GB bordering Kidlington, Begbroke and Yarnton is not justified. Good reason for protecting GB and any changes must be fully justified. Not the case with this proposal. Traffic is already a problem and development would make this worse. No solution to improve current difficulties let alone any additional problems. This will not solve Oxford’s problems - it is more likely to assist London commuters with the access to Oxford Parkway. Whilst there is a need for additional housing, Cherwell should not be so readily volunteering to bail out Oxford City. Legislation says that neighbouring Authorities can assist but not that it MUST, certainly not until every other avenue has been examined which I doubt in this occasion.

Changes Sought

Reasons for Participation

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| PR-C-0686 | 08/10/2017 | Gaynor | White | | | | | Y |
|------------------|------------|--------|-------|--|--|--|--|---|

1692

Comments

Saddened to find fields surrounding our house threatened by proposed development. Oxford City has 42% open space, why isn't some of this used for their unmet housing need. If development goes ahead I will have to travel to the other side of Begbroke to find fields to walk in. This will effectively join Begbroke and Yarnton villages together. The drawings do not show the parish boundaries, which are at the Science Park Road. The buffer zone is actually in Begbroke which is quite misleading and against your own policy of keeping the villages separate. Sandy Lane is a vital link with the joint doctors surgery, if the road is closed, people from Yarnton will have to go via either Pear Tree roundabout or the airport road. Neither would be acceptable due to gridlocked traffic resulting in missed appointments. Sandy Lane would become an access road to the new housing and is totally unsuitable for such a high volume of traffic. Air pollution will be horrendous. The A44 is congested and often at a standstill during the rush hour - how will it cope with all the extra traffic? The road is not wide enough to accommodate a bus lane from The Turnpike to the Pear Tree roundabout. If there is a bus lane from Woodstock, the one lane for cars will create even longer traffic queues. Infrastructure has not been thought through - who will pay for it? Why are the houses not being built on land within the city? There is a huge golf course within the city with direct access to Cowley and Headington, as well as many other courses. People on Oxford's housing list want to live in Oxford, not out in the country! The employment is not in the North of Oxford either. Who will manage the 50% social housing. Oxford University are pushing this through to make a fortune from the land sold. The local farm in Yarnton will lose their livelihood. This is a disgrace. I urge CDC to vote against this proposal.

Changes Sought

Reasons for Participation

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

Proposed Submission Plan - General Comments

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| PR-C-0688 | 06/10/2017 | Mrs Susan | Knox | | | | N | Y |
|------------------|------------|-----------|------|--|--|--|---|---|

1696

Comments

1. Loss of GB and the Consequences for our villages - Once GB has gone it can never be replaced. Oxford City Council's inability to plan for its housing needs is not an exceptional reason to allow building on GB land. Oxford City council now admits their numbers were over estimated. The proposed building will virtually join Begbroke and Yarnton. This penalises our villages with loss of individual characters with long historical connections. GB reasons are well established - breathing space between villages/towns; help in combating Air and Noise pollution; protection of the environment. Government and Cherwell policy is that GB should be preserved. Additionally Prime Agricultural Land will be lost which as a country importing more than 65% of our food we can ill afford to loose. There are already problems with flooding and more building with the accompanying tarmac will only increase this problem. We are fortunate to have wildlife around us- Barn Owls, deer, fox, red kites and hedgehogs- with many walks to enjoy the flora- all of which will be lost with building on GB. 2. Transportation: There is already traffic congestion trying to get in and out of Oxford/to the Park & Rides/or further South. If we have a 9 o'clock appointment at one of the hospitals, we must leave by 7 o'clock to be in time. There is no bus service to the hospitals from Yarnton and our regular bus service is only half hourly. 100's more cars will leave us sitting in traffic jams. 3. Closure of Sandy Lane - direct link to Kidlington and is a busy road gritted by the County in winter. Other routes to Kidlington are heavily traffic congested. There are no buses to Kidlington. Dentist/Medical Practices and Veterinary Surgeons are in Kidlington. 4. Pressure on GP and School Services - Regular check-ups require least 2/3 weeks advance booking. Likewise, our school is also full having just added more capacity. While new schools will provide places, the road traffic will increase, all adding to the difficulties here. 5. Development may be needed; but should not be located on the GB, there are brown field sites available exist even in Oxford City. Density targets for building could be higher providing more affordable housing. Councils are unable to hold developers to agreed social housing numbers, (Barton and Temple Square developments). Oxford City Council proposal for business at North Gate instead of housing only aggravates the situation. Yarnton with Begbroke and even Kidlington so that we will all be forced to live in an urban conurbation of some 30,000 people. Our GB is too precious and important to loose.

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-0688 | 03/10/2017 | Susan | Knox | | | | | |
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5660

Comments

Development may understandably be needed; but should be located on brown field sites and others that are not GB. Density targets for building could be higher providing more affordable housing. Councils are unable to hold developers to agreed social housing numbers. We have examples of this from Oxford City Council in the Barton and Temple Square developments. Oxford City Council proposal for business at North Gate instead of housing only aggravates the situation.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|------|--|--|--|--|--|
| PR-C-0688 | 03/10/2017 | Susan | Knox | | | | | |
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2199

Comments

Objection on following reasons: 1. Loss of GB. Once gone it can never be replaced. Oxford City Council's miss-management of it's housing needs do not make exceptional circumstances to build on GB. Furthermore, the Council now admits their numbers were over-estimated. This extra housing would join Yarnton to both Begbroke and Kidlington with loss of individual village characters. Reasons for GB are well established: breathing space between villages/towns; help combat noise and air pollution; protection of the environment. Building on this GB land will add to the flooding problems. Prime agricultural land is also at risk which, for a country that imports more than 65% of our food, we cannot afford to lose. Both Government and Cherwell policy is to preserve the GB. We do not wish to live in an urban sprawl, losing landscape, walks and the historical associations; our quality of life will suffer. 2. Transportation - already we are faced with traffic congestion trying to get in and out of Oxford and further South. 9 o'clock hospital appointments necessitate leaving by 7 o'clock to be in time. Our bus service is half hourly only into the city centre. We still face traffic problems if we try to go to Park and Rides. 100's more cars we leave us sitting in jams and make our lives miserable. 3. Closure of Sandy Lane. This is our direct link with Kidlington and is a busy road gritted by the County in winter. To get to other routes to Kidlington we face traffic congestion. There are no buses to Kidlington. Dentist and further Medical Practices, and Veterinary surgeries are in Kidlington. 4. Pressure on GP and School Services. Our surgery is very busy. For regular check-up visits it is necessary to book at least 2/3 weeks in advance. Such an increase in population will make things impossible. Likewise our school is also full having just added more capacity. While new schools will provide places, the road traffic will increase, all adding to the difficulties here. 5. Development may understandably be needed; but should be located on brown field sites and others that are not GB. Density targets for building could be higher providing more affordable housing. Councils are unable to hold developers to agreed social housing numbers. We have examples of this from Oxford City Council in the Barton and Temple Square developments. Oxford City Council proposal for business at North Gate instead of housing only aggravates the situation.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|------|-------|--|--|--|---|---|
| PR-C-0689 | 04/10/2017 | Jill | Drake | | | | N | Y |
|------------------|------------|------|-------|--|--|--|---|---|

1697

Comments

Objection in strongest terms to proposals to meet Oxford City's Unmet Housing Need. It is flawed, unrealistic and based on inaccurate, over-estimated figures which must raise a concern over its legal compliance. First, Transport Strategy has clearly been drawn up without local knowledge or experience. Already huge daily congestion and pollution on the A44 during peak times which is exacerbated when national events are held at Blenheim Palace. As this feeds onto the A34, already notorious, the implications are much wider than simply 'traffic through Yarnton and Begbroke'. This cannot be solved by installing a bus lane from Woodstock to Oxford: the A44 reduces to a single lane between Yarnton and Pear Tree Roundabout, already a pinch-point for the feeder roads onto the A34, and it is not obvious how this could be widened, so traffic will have to merge at one of the busiest junctions. Faith in local bus services is misplaced: the bus companies are driven by economics and it is not clear that the Council could insist on specific bus routes. Nor is it clear that this Strategy would be fully costed and funding guaranteed before building commenced. Second, pressure on facilities/infrastructure in Yarnton is already at breaking point: just this week, it has been reported that properties are suffering problems with drainage and sewers. The village could not cope with an increased population unless the existing infrastructure is vastly improved and expanded. Who would pay for this? What power does CDC have to force developers to provide adequate, additional facilities? Third, the destruction of GB in Yarnton. The Council claims that the plan proposes only a 3% reduction of GB across the District. Approximately 90% of that 3% is in Yarnton and Begbroke, in effect creating a new town, Yarnton and Begbroke would lose their village identity and become subsumed into a suburb of Oxford. Currently when entering Yarnton, there is a sign proudly stating that the village is one of the oldest settlements in the country, dating back 5000 years. The GB Policy is meant to prevent urban sprawl, to preserve the special character of such a village and it is shocking that it can be so lightly over-turned. Brownfield sites are more expensive to develop but at some stage, Council/Government is going to have to find a way of financing their development otherwise Oxfordshire will become a mass of urban sprawl interspersed with derelict land. There should be a strong challenge on why brownfield sites were discounted. Destruction of GB would involve a loss of recreation and farming land. It would do irretrievable damage to the local environment and wildlife, the GB is one of the 'lungs' surrounding Oxford city with all its attendant pollution. If destroyed and the GB Policy is in effect meaningless, I am fearful for the precedent this will set. If our objections are overturned and CDC's proposals come to pass, my final point concerns the likelihood of affordable housing being built. Developers do not want to build affordable or social housing, it is not a profitable undertaking, and Councils seem impotent in the face of their demands. In a recent television interview it was announced OCC negotiated with developers to build a small proportion of affordable accommodation on the new Barton development where 1-bedroom flats are being sold for £300,000 and small houses for £600,000. Can we really support a plan which will destroy our environment, our identity, our way of life, our values, in order to create unaffordable housing which will not meet the needs of young/local people?

Changes Sought

Reasons for Participation

I confirm I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-0690 | 08/10/2017 | David | Hemingway | | | | N | |
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1698

Comments

Para. 80 of National Planning Policy Framework suggests that GB is intended "to prevent neighbouring towns merging into one another". The Plan appears to merge Gosford and Water Eaton with Oxford. Throughout the documents Gosford and Water Eaton are not referred to by name but described as "North Oxford". This is problematic.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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|------------------|------------|----------|----------|--|--|--|--|---|
| PR-C-0693 | 09/10/2017 | Mrs Lisa | Coulling | | | | | N |
|------------------|------------|----------|----------|--|--|--|--|---|

1709

Comments

Objection to the plan to build 4400 new homes for Oxford City Councils unmet housing needs. Kidlington is a huge village with very limited amenities for our size. Increasing Kidlington's size will worsen this problem. With very little for local children to do, antisocial behaviour is likely to increase with damaging effects to our village and society. Doctors, schools, policing and council provided services are already under massive pressure and will not cope with extra housing. The plan is not positively prepared because it does not provide for necessary infrastructure. Building on the GB is an irreversible mistake. The GB and the beauty, wildlife and advantages it currently provides will be lost forever. It protects both the historic city of Oxford from overdevelopment and neighbouring villages from coalescence. Government guidance says that GB is a permanent designation and that unmet housing need is not a reason for building in the GB. The plan is therefore ineffective and not consistent with National Policy. Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. The area of road by Water Eaton Lane and Bicester Road has the highest level of pollution in the county, it will have damaging consequences on the health of local residents if the amount of traffic/pollution increases further. Very few of the new houses would be 'affordable' in reality. Developers across the country consistently default on their affordable housing quota. Most of the new houses are likely to serve the London-commuter and buy-to-let markets, and Kidlington's young people and the county's key workers still won't get the truly affordable housing they need. Affordable housing is needed but it must be proportional to the local areas. This number of houses will completely change Kidlington and the surrounding villages. They will all be consumed within Oxford City because there will be no boundaries.

Changes Sought

Reasons for Participation

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|------------------|------------|-----------|-----------|--|--|--|--|---|
| PR-C-0694 | 09/10/2017 | Elizabeth | McDonnell | | | | | N |
|------------------|------------|-----------|-----------|--|--|--|--|---|

5423

Comments

Objection to the proposed submission plan and sustainability appraisal which are inconsistent with the National Planning Policy Framework in terms of failing to provide sustainable development which ensures a better life for both current and future generations, this is on the grounds that it fails to:

- Promote realistic sustainable transport.
- Protect green belt land.
- Meet the challenge of climate change and resultant flooding.
- Conserve and enhance both the natural and historic environments.

The proposed submission plan, associated policy maps and sustainability appraisal are unsound, not positively prepared, not justified and not effective for the reasons detailed in specific objections. The sustainability appraisal indicates that Cherwell District is expected to accept and allocation of 30% of the unmet housing need for Oxford City, which in comparison to other neighbouring districts is excessive. This is supportive the assertion that the City council has failed in its duty to co-operate, whilst Cherwell District has failed to ensure the proposal is effective, positively prepared and justified.

Changes Sought

Reasons for Participation

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|------------------|------------|-----------|-----------|--|--|--|--|---|
| PR-C-0694 | 09/10/2017 | Elizabeth | McDonnell | | | | | N |
|------------------|------------|-----------|-----------|--|--|--|--|---|

1710

Comments

Objection to the proposed submission plan and sustainability appraisal which are inconsistent with the National Planning Policy Framework in terms of failing to provide sustainable development which ensures a better life for both current and future generations, this is on the grounds that it fails to:

- Promote realistic sustainable transport.
- Protect green belt land.
- Meet the challenge of climate change and resultant flooding.
- Conserve and enhance both the natural and historic environments.

The proposed submission plan, associated policy maps and sustainability appraisal are unsound, not positively prepared, not justified and not effective for the reasons detailed in specific objections. Throughout the proposal no mention is made of the requirements for increased utility provision in terms of electricity, gas, communication and water/sewage infrastructures, this is despite each of these being highlighted as an issue in the sustainability appraisal. Failure to give due consideration to such essential infrastructure needs suggests the proposal is unsound and not effective. The consultation process has been unreasonable. Objection to the complexity of the consultation, with the demand that representation submission be made using specific Council pro-forma and the initial timing over the school summer holidays. The Council failed to give members of the public an opportunity to read and understand the proposals and make their views known.

Changes Sought

Reasons for Participation

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| PR-C-0696 | 07/10/2017 | Mr Joe | Moore | | | | | N | Y |
|------------------|------------|--------|-------|--|--|--|--|---|---|

1722

Comments

For the sake of future generations cannot condone under any circumstances the permanent loss of GB. The countryside around Yarnton is rich in wildlife and the loss of habitat will have a massive environmental impact which cannot be rectified. This goes against the National Planning Framework guidance - To check unrestricted sprawl of large built up areas. - To prevent neighbouring towns merging into one another. - To safeguard the countryside from encroachment. - To preserve the setting and special character of historic towns. - To assist in urban regeneration by encouraging the recycling of derelict and other urban land. Has Oxford City Council proved beyond all reasonable doubt that there are not more suitable locations which could be used or regenerated with its own city boundary? Are there not more suitable locations around the county not requiring the loss of GB land? Why has Cherwell District Council ignored its own Policy ESD 14: Oxford GB? The Oxford GB boundaries within Cherwell District will be maintained in order to: Preserve the special character and landscape setting of Oxford. Check the growth of Oxford and prevent ribbon development and urban sprawl. Prevent the coalescence of settlements. Assist in safeguarding the countryside from encroachment. Assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Development proposals within the GB will be assessed in accordance with government guidance contained in the NPPF and NPPG. Development within the GB will only be permitted if it maintains the GB's openness and does not conflict with the purposes of the GB or harm its visual amenities. A11: "Development in the open countryside will be strictly controlled. In the south of the District, the GB will be maintained, though a small scale local review of the GB will be conducted to accommodate identified employment needs at Kidlington." B.260: "It is essential that the impact on the GB is minimised, therefore priority will be given to locations that lie adjacent to existing development, avoid the coalescence of settlements, protect the vulnerable Kidlington Gap and otherwise have the least impact possible on the GB." Yarnton is a village with approximately 1,350 houses, Begbroke has just 390 houses. Building 2,480 new houses between the two villages is disproportionate to the size of both villages and will mean that each village loses its own unique identity and instead merges with Kidlington into one large conurbation. Public services are already stretched in the area and will be under even more pressure. Local businesses often experience difficulties getting to the office and going to meetings due to the congestion caused by traffic heading towards the Pear Tree roundabout and connecting routes. The additional impact is likely to mean that the A44 will be gridlocked during daily commuting times. Whilst Oxford's unmet housing needs may be met, anybody living in the area will face real difficulties actually commuting into Oxford - even allowing for the proposed new transport infrastructure (if the recent updates to the traffic system around Wolvercote roundabout which have had no impact whatsoever are anything to go by). If fields are concreted over for new housing developments how does Cherwell District Council propose that excess rain water will be absorbed? Will they foot the bill when villages become flooded? Cherwell District Council should be looking after the needs of its constituents.

Changes Sought

Reasons for Participation

I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-0697 | 07/10/2017 | Ioana | Davies | | | | | N |
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1727

Comments

These plans are unjustified, ineffective and unsustainable.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0698 | 06/10/2017 | Ms Frances | Peck | | | | N | Y |
| 5425 | Comments | | | | | | | |
| The Transport Assessment is not based on any feasibility study and so is disingenuously optimistic about what can be achieved. It speaks of a bus lane from Begbroke to Loop Farm disregarding the fact that a railway bridge and a canal bridge would preclude this from happening on this single carriageway. It acknowledges that the cost of delivering the necessary road improvements would be very high but there is absolutely no guarantee that anything like the amount of money needed would be found. A cursory look round Yarnton at the state of the potholes and weeds growing along the road edges indicate that roads have been a very low priority for a long time. Furthermore, the closure of Sandy Lane to cars would mean drivers having to take a much longer route to our nearest shopping centre, Kidlington, thus adding to air pollution. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | | | | | |
| PR-C-0698 | 06/10/2017 | Ms Frances | Peck | | | | N | Y |
| 1728 | Comments | | | | | | | |
| The Strategic Housing Market Assessment (SHMA) is based on data gathered pre-Brexit for growth which is no longer creditable post-Brexit. This fact alone should be enough to halt the plan. The proposed extra housing would effectively join up the 3 historic villages of Yarnton, Begbroke and Kidlington. Each village has its own unique character which would be destroyed were this amalgamation to proceed. The GB was introduced to prevent, among other things, urban sprawl. No better illustration of the phrase 'urban sprawl' than what has been suggested in this proposal. The green areas around the 3 villages are very important, not just aesthetically but also for the physical and mental health of everyone living here. At a time when we are constantly encouraged to walk and exercise more and when poor air quality is known to be a factor in ill health, getting rid of GB land is indefensible. The traffic build-up at peak times along the A44 is bad enough now. There is sometimes gridlock between the Sandy Lane roundabout going south towards Pear Tree and beyond. The Transport Assessment is not based on any feasibility study and so is disingenuously optimistic about what can be achieved. It speaks of a bus lane from Begbroke to Loop Farm disregarding the fact that a railway bridge and a canal bridge would preclude this from happening on this single carriageway. It acknowledges that the cost of delivering the necessary road improvements would be very high but there is absolutely no guarantee that anything like the amount of money needed would be found. A cursory look round Yarnton at the state of the potholes and weeds growing along the road edges indicate that roads have been a very low priority for a long time. Furthermore, the closure of Sandy Lane to cars would mean drivers having to take a much longer route to our nearest shopping centre, Kidlington, thus adding to air pollution. Oxford City, rather than thinking of growth, should reflect on the fact that it is blessed with beautiful buildings, lovely parks and a wealth of history, which millions of tourists come to see and enjoy every year. There is virtually no unemployment and so no need to draw in extra industry and consequent need for extra housing. Brownfield sites within Oxford City itself could be developed for 'truly' affordable housing for key workers and others which would offset some commuting, resulting in less road congestion/air pollution. The City Council should do more to help the homeless with day centres and night shelters - if not for humanitarian reasons, then for the shame it brings to our city. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | | | | | |
| PR-C-0699 | 05/10/2017 | Mrs. J A | Burt | | | | N | |
| 1729 | Comments | | | | | | | |
| Very few of the new homes will be affordable for Oxford City workers. Oxford City have breached their own policies. The £60m Cowley shopping centre development has been approved with less than half of the housing set apart for social housing. The City Council approved no social housing to be part of the £440m Westgate Shopping Centre and Barton Park "affordable homes" have a £600,000 price tag. (The latter has delighted estate agents who say the price will further inflate Oxford house prices which presently average £400,000.) Barton Park was supposed to be the City Council's remedy for the chronic shortage of key worker housing. Oxford City Council have squandered far too much land on commercial use which earns them huge profits in rates and has not given enough thought to housing needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0700 | 16/08/2017 | Tony | Churchill | | | | N | |
| 1738 | Comments | | | | | | | |
| The Green Belt keeps Kidlington and Oxford separate. The current road system has no space capacity and so further traffic will create major congestion. The local infrastructure: shops, car parks etc cannot cope with more residents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0702 | 02/10/2017 | Angela | Knowlden | | | | N | |
| 5394 | Comments | | | | | | | |
| Objects to urban sprawl and erosion of countryside between city and villages. The plan is unsound in specific terms of types of housing, density of housing per hectare and what land will be purchased for the building. There is also land available in the city. Not justified and not positively prepared. More expensive housing will be bought by commuters to London. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0702 | 02/10/2017 | Angela | Knowlden | | | | N | |
| 5395 | Comments | | | | | | | |
| The plan is unsound in specific terms of types of housing, density of housing per hectare and what land will be purchased for the building. There is also land available in the city. Oxford should do more to meet its own needs. The plan is not justified and not positively prepared. More expensive housing will be bought by commuters to London. There is a need for more affordable and social housing but not to the extent included in the Plan. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0703 | 29/09/2017 | Roger | Prince | | N |
| 1749 | Comments | | | | |
| <p>Consider that the proposed submission plan is unjustified and unsound for the reasons given in my specific objections. Local Services:If another 4400 houses were built in Kidlington and the surrounding area, services would be even more overstretched than they already are. The health services in Kidlington are already under stress and it can take over 4 weeks to arrange an appointment with a doctor of choice, for example if continuity of treatment is required over a period of time. The service will be unsustainable if there is a large increase to the local population. There will also be an adverse effect on schools in the area. Affordable Housing: Any study of significant housing developments in Oxfordshire (and many other places) will show that very few new houses are 'affordable' in reality. There is little reason to be optimistic in this case as developers consistently default on their affordable housing quota without much opposition from the planning authorities. Using the new Barton Estate development as an example, predicted prices for what are described as starter homes are already beyond the reach of first-time buyers. In reality, any development to the north of Oxford would attract many commuters working in London and would not really be meeting the needs of young people and the key workers in this area.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0705 | 08/10/2017 | Peter | Trowles | | N |
| 1757 | Comments | | | | |
| <p>Object because local experience shows that very few of the new houses would be 'affordable' in reality. Developers across the country consistently default on their affordable housing quota. Predicted prices for so called starter homes at Barton Park are already beyond the reach of first-time buyers. Most of the new houses are likely to serve the London-commuter and buy-to-let markets, and Kidlington's young voters and the county's key workers still won't get the truly affordable housing they need. Object because public services will get worse. Underfunded public services, already struggling, will deteriorate further: waiting times to see your GP will be even longer and school class sizes will rise. Object because traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. Is concerned about the impact of additional pollution on the rep's health and that of family. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. Support Cherwell's decision to reject some sites around Kidlington that were initially identified for possible development. Specifically, support rejection of land north of The Moors and land behind Webb's Way.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0707 | 08/10/2017 | Julia | Trowles | | N |
| 1764 | Comments | | | | |
| <p>Object because local experience shows that very few of the new houses would be 'affordable' in reality. Developers across the country consistently default on their affordable housing quota. Predicted prices for so called starter homes at Barton Park are already beyond the reach of first-time buyers. Most of the new houses are likely to serve the London-commuter and buy-to-let markets, and Kidlington's young voters and the county's key workers still won't get the truly affordable housing they need. Object because public services will get worse. Underfunded public services, already struggling, will deteriorate further: waiting times to see your GP will be even longer and school class sizes will rise. Object because traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. Concerned about the impact of additional pollution on the respondent's health and that of family. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. Supports Cherwell's decision to reject some sites around Kidlington that were initially identified for possible development. Specifically, support rejection of land north of The Moors and land behind Webb's Way.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0708 | 09/10/2017 | Trevor | Campbell | | N |
| 1768 | Comments | | | | |
| <p>Considers that the proposed submission plan is Unsound, Not Positively Prepared, Not Justified, and Not effective for the reasons given in my specific objections below Motivation for developing the plan is described as response to Oxford's unmet housing need. In the first instance this is Oxford's responsibility. Oxford has not fully discharged this responsibility as yet because the City Council has not exhausted all options to meet this need within Oxford itself. The plan itself will not create sufficient affordable housing for Oxford or Cherwell. The cost to buyers of the housing described in the plan will be out of reach for most local people. The location of the majority of proposed development on green belt land is wholly inappropriate and destructive. Cherwell's responsibility to protect the local environment is being abdicated. Irrespective of the supposed safeguards, natural habitats and clean air will inevitably suffer from construction and population increase. The absence of sufficient associated development of transport and other infrastructure means residents will have the worst of both worlds: increased congestion and pollution without improvement in local communications.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0710 | 27/09/2017 | Katherine | Pate | | N |
| 1776 | Comments | | | | |
| <p>Consider that the proposed submission plan is Unsound, Not Positively Prepared, Not Justified, and Not effective for the reasons given in my specific objections. In addition, very few of the new houses would be 'affordable' in reality. Developers across the country consistently default on their affordable housing quota.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0712 | 08/10/2017 | Sonia | Morgan | | N |
| 1784 | Comments | | | | |
| <p>Accept that the country as a whole has not built enough homes over the last ten years at least. The desperate need is for affordable homes for key workers and young people. The greatest impact would come from enabling housing associations and councils to build homes to rent.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0713 | 09/10/2017 | Elizabeth | Hallett | | N |
| 1788 | Comments | | | | |
| <p>Kidlington will become part of a vast urban sprawl encompassing north Oxford, Cutteslowe, Wolvercote, Begbroke, and Yarnton. All these areas will lose their distinct character. Is not against building more houses in the right places that will provide low-cost/low-rent homes for local residents. But I need to be convinced that future plans take all the concerns outlined above into consideration.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0714 1792 | 05/10/2017 | Mick | Wilton | | | | | |
| Comments | | | | | | | | |
| What about affordable housing? Developers cannot be depended upon to provide a sensible number to house those in need. There is a danger of building 4000 houses that no one can afford. Any developments on sites north east of Kidlington are at risk because of flooding not only to the site themselves but areas further south because the loss of water run off areas. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0715 2763 | 21/08/2017 | Dr Victoria | Slater | | | | | N |
| Comments | | | | | | | | |
| No adequate funding has been identified for necessary infrastructure which means that there will be impact on schools, health services, road congestion and quality of life. The Plan will be detrimental to the health of local residents. Strongly object to building on the Green Belt. Oxford City Council should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0716 1800 | 04/10/2017 | Nicola | Barnetson | | | | | N |
| Comments | | | | | | | | |
| There is a need for social housing in Oxford. This should be a priority. However, the plans to meet Oxford's housing needs seem to be based on targets stemming from the building of new business parks in Oxford and significant new housing that is not social housing. The quantity of housing seems excessive and in the area near Oxford Parkway will mostly likely become commuter housing for London. Surely Oxford should first build social housing and not business parks. There is not an employment need but a housing need. Also, there should be better and more certain work done on the true need. If Oxford City Council altered its emphasis away from business property and towards building social housing it could meet a lot of its needs within its own boundaries and non-green belt areas. - Closing the Kidlington Gap will significantly transform both Oxford and Kidlington. Instead of separate communities there will be a large urban sprawl. This is exactly what Green Belt is designed to prevent. - If Green Belt boundaries are re-defined Local Authorities should define boundaries clearly using physical features that are readily recognisable and likely to be permanent. This is not the case on the area to the east of the A4165 (Oxford Road) because there are no such features and therefore no eastern boundary. This could therefore lead to unrestricted sprawl of large built up areas – exactly what the Green Belt is there to prevent. (National Policy Planning Framework, paragraph 85).-There does not seem to be plans to address the impact on traffic congestion and pressure on other amenities and public services. The roads surrounding this area are already under strain. Most of the infrastructure plans are to be unfunded so may not happen. -Would request that consideration be given to the light and security of the houses bordering the area. We are next to the site in question and would be adversely affected if housing were built too close or were tall constructions. Requests a green area between the new development and existing area be maintained. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0721 1811 | 02/10/2017 | Pauline | Wyman | | | | | |
| Comments | | | | | | | | |
| Outrageous that CDC considers it practicable to build 40000 houses and kill the green belt and the golf club when there is an obesity epidemic and problem with air quality. There is a lack of infrastructure and too much traffic already.Cowley is suited to key workers at the JR and much of it is only used for 55% of the year. There should be compulsory purchases in this area to supply affordable homes for key workers; and student accommodation - flats - could be built fairly near the universities, high rise not being suitable for families but for the young. This would stop landlords making money from the housing crisis and the council and the universities could rent direct.There are many other brown sites available in the city, which suit those wishing to use public transport.At present, Oxford is just about a discrete city although it's constantly encroaching on the green belt. The garden suburb proved an excellent model and it could be effective to build new garden cities at say Great Milton or Middle Barton to enhance the feeling of community. If Oxford becomes an urban sprawl, it will be a victim of its own success. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0722 1816 | 29/09/2017 | Steve | Handsley | | | | | |
| Comments | | | | | | | | |
| The Government has released "Planning for the right homes in the right places: consultation proposals", setting out a revised methodology for estimating housing need. In the Housing Need Consultation Table, the housing need requirements, based on the new methodology, for both Cherwell DC and Oxford CC were reduced by between a third and a half from those previously calculated (presented in the SHMA). Since the 4400 homes being proposed by Cherwell are based on the previous methodology, the whole basis for the Partial Review is now flawed. The Partial Review should be halted until new, lower figures, are estimated. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0724 5451 | 09/10/2017 | Stephanie | White | | | | | N Y |
| Comments | | | | | | | | |
| The proposed submission plan is Unsound, Not Positively Prepared, Not Justified and Not Effective for the reasons given in my specific objections below. Destruction of countryside; loss of footpaths and wildlife: There are many footpaths in the area around and between Begbroke, Yarnton and Kidlington. Walk paths around Begbroke almost daily and they are used by a huge number of people from dog walkers to tourists walking longer distance footpaths such as the Shakespeare Way or diverting from the Oxford Canal Path. Many of these offer beautiful views (particularly the paths on Spring Hill). The area is a haven for wildlife – has encountered a huge range of different animals, including badgers, hares, shrews, water voles, deer (roe and muntjac) and wood mice, to name but a few. It would be a huge loss if all this was destroyed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Proposed changes to the plans In light of the objections outlined above, I would suggest: <ul style="list-style-type: none"> • reviewing the housing forecasts on which the current Local Plan is based. The calculations used to make these forecasts have been revised recently and the number of new homes required has fallen as a result. • looking to build on brownfield sites within Oxford itself. This would significantly reduce the impact on local transport infrastructure, and provide housing where it is actually needed. • looking to build on sites closer to the main industrial areas of Oxford (namely the City Centre, Headington and Cowley); again, this would reduce the impact on local transport infrastructure and increase the likelihood that these houses would be bought by people working in Oxford rather than people looking to commute to London. | | | | I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0727 | 10/10/2017 | Bridget | Davidson | | | | | N |
| 1834 | Comments | | | | | | | |
| <p>Horrified at the scale & impact of the proposed policies which appear to be unsound in every way. Understand that the housing computation is based on incorrect methods and that the numbers of houses needed is inaccurate. The Cherwell local Plan Partial Review has disregarded not only the importance of preserving the Green Belt but also the historic nature of Oxford, as a world heritage City, which will be affected deeply by these proposals. Shameful that a policy of such huge significance has disregarded the present state of traffic and infrastructure, in and out of Oxford, which is already stretched. The proposal will only add chaotic conditions for all concerned, present and future generations. There is nothing to indicate that these proposals will do good where it is needed. Oxford should plan it's own housing policies. Calls on H.M.Government Inspectors to do all the careful enquiry needed before implementing any of these proposals.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0730 | 09/10/2017 | Monik | Rodger | | | | | |
| 1843 | Comments | | | | | | | |
| <p>North Oxford is a special place. Recently bought a house and regretting it in light of these developments! 1. Air pollution is high in Oxford and suffers from a lung condition, needs to daily check the air quality. 2. Banbury Road traffic congestion, especially at Northern End, is really bad already. This would only get worse with such a huge development.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0733 | 04/10/2017 | Valerie | Timms | | | | | N |
| 1846 | Comments | | | | | | | |
| <p>Having 4000 houses built in Kidlington, Yarnton and surrounding areas to accommodate Oxford's overspill is outrageous. If Oxford City stopped building business parks that still advertise space long after completion and built homes, affordable or otherwise, then this would not need to happen. It is scandalous that Oxford City can demand that District Councils bail them out because they can't or won't organise their own housing needs appropriately. 4000 more houses are going to generate at least 8000 more cars and roads around Kidlington and Yarnton are congested enough now and would be even more so if these houses went ahead. What infrastructure would be put in place to support these extra homes/families? It is hard enough to get a medical appointment in Kidlington and Yarnton and get your children into nearby schools now without more pressure on these services. More children in the area would also increase the size of classrooms which are large enough already. Public transport would be another issue if more people needed to use this. Buses going to into Oxford in rush hour times are full to capacity already and this is at a time when funding for public transport is also being cut in some areas. The vision of "affordable housing" never materializes as young local people are still unable to afford these properties. Especially in Kidlington as it is now advertised as a commuter area. I wouldn't imagine that any properties in commuter areas of the country are "affordable". There is also the loss of countryside to take into consideration where people walk their dogs or just go walking.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | | N |
| 1859 | Comments | | | | | | | |
| <p>The Housing White Paper states that: '... Green Belt boundaries should be amended only in exceptional circumstances when local authorities can demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements.' (1.39)These include:1. making effective use of brownfield sites; 2. potential of land currently under used, including surplus public sector land; 3. optimising the density of developments; 4. exploring whether other local authorities can help meet some of the identified development requirement Oxford's 'identified housing requirements' have not been accurately forecasted and should be reassessed, and that 'all other reasonable options' for meeting the City's housing need have not been examined, including: (a) A halt to Oxford's policy of releasing land for employment and its reallocation for housing. (b) An inventory of brownfield sites in Oxford and elsewhere in the county (including public-sector land) to establish their capacity for meeting housing need. (c) A review of other sites not currently considered for housing within the City, such as Southfield golf course. (d) Housing construction at higher density and – where appropriate – height in the City. (e) A review of future student housing demand within the City in light of the projected downturn in student numbers resulting from Brexit and new immigration policy, together with the requirement for the universities and other relevant educational establishments to provide more student accommodation on their own land. (f) The redistribution of intended employment centres to elsewhere in Cherwell and Oxfordshire. Other areas in the county and region would benefit from and welcome employment opportunities in the variety of sectors that Oxford plans to expand, and could accommodate the necessary housing. The majority of Oxfordshire's high-tech economic growth does not need to be concentrated in Oxford, especially at the enormous cost to the environment, countryside and quality of life outlined above. The value of the so-called knowledge sector and its spin-offs is recognised, but such employment does not have to be in Oxford or even in close proximity to it or to each other, given the universality of communications technology. It could be located elsewhere in the county, and in the Cherwell District in Bicester or Banbury, where land is available for commercial use, there are good rail links, and housing cost is lower.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | | N |
| 1855 | Comments | | | | | | | |
| <p>Oxford Local Plan. Oxford has not yet agreed its own Local Plan 2036, which was still at consultation stage concurrently with Cherwell's own partial-review consultation. Cherwell's 2015 Local Plan states that it: '... recognises that Oxford may not be able to accommodate the whole of its new housing requirement for the 2011-2031 period within its administrative boundary. The urban capacity of Oxford is as yet unconfirmed.' and it remains the case that the 'urban capacity of Oxford is as yet unconfirmed'. Oxford has not so far published an inventory of its own housing capacity, either in its draft Local Plan or as far as is known elsewhere. There is little sound evidence in Oxford's draft of housing numbers, densities or sites. Housing need is in itself not sufficient; the inability to satisfy it in any other way must be demonstrated. There is little evidence that Oxford City has systematically reviewed reasonable options, most especially its own land use and availability. The failure of Oxford to publish its own Local Plan and provide evidence of its own housing capacity in time to inform Cherwell's Partial Review undermines the soundness of both. Oxford economic strategy. The imposition by Oxford of massive housing development on its neighbouring District results from Oxford's perverse adoption of an economic strategy that supports commercial over housing land use within the City and attracts substantial inward employment that will further exacerbate the City's housing supply problems. The strategy of encouraging further employment growth in and around Oxford takes away land in the City that could be used for housing and at the same time creates additional demand for housing. Oxford continues to prioritise commercial over housing development at sites like the Northern Gateway, Osney Mead, and the Westgate despite its identification in its draft Local Plan of housing as its top concern. It is perverse to deliberately pursue a policy of economic growth necessitating the commercial uptake of land and the generation of inward employment and increased housing demand in an area of full employment such as Oxford already enjoys. Such a policy is not sustainable. It compounds the already critical problem of affordable housing supply, places additional stresses on the City's capacity to cope with an increased population in addition to growing tourist numbers, and increases commuting and visitor traffic, with its associated congestion and pollution problems, both within the City and in neighbouring localities.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | N |
| 1861 | <p>Comments</p> <p>The democratic validity of this and other public consultations is weak. No individual can reasonably respond to the avalanche (often concurrent) of Oxfordshire's public consultations which have the capacity to profoundly affect their quality of life, and on which they have the right to express their views, in the timescales (of which the three most recent have been over holiday periods) and by the consultation processes currently employ. Reiterate the very serious concerns, also expressed at previous consultations, that this current Partial Review consultation process is too short to allow proper scrutiny of the massive and complex documentation; that it is inadequately publicised (were it not for the efforts of Kidlington volunteers, who notified practically every household in the village, few residents would have been aware that the consultation was taking place); and that document presentation is difficult to access and hard to read. Very few hard copies of key documents are available, and only available to read in public buildings. Readers that can (and a large minority cannot) are forced to access documents on-line, where the list of documents gives little clue to their contents, and where the documents themselves are in double-column format, compounding the difficulty of reading them on a computer screen. The colour registers and hatching in the Key Site Proposals maps contained in the Summary Booklet are a poor match to the keys, the text of the keys is too small to decipher (for the elderly at least!), and the maps are inaccurate – for example in four out of the five maps where site PR6b (largely comprising the golf course) appears it is not labelled as such and is not in the cream colour used to indicate nearby sites, giving a misleading impression of the proposed scale of development.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | N |
| 1858 | <p>Comments</p> <p>Existing residents in the areas that would be affected by the development proposals have the right to expect that their health and welfare will be rigorously and fairly considered in the decision on whether the development plan is approved. There are few if any net benefits. The Plan would damagingly transform the surroundings, environment and quality of life of residents in the ways set out below, which equally apply to the quality of life that incoming occupants of the new housing developments would experience. Urban sprawl and coalescence. The proposed development will create one long arc of urban sprawl from north Oxford, through Kidlington, Yarnton and Begbroke to the Northern Gateway and Wolvercote, which will effectively result in – as one Oxford councillor has described it – an 'urban extension' of Oxford. Cutteslowe, Kidlington, Yarnton and Begbroke will effectively be merged, losing their distinctiveness and individuality. The uniqueness of Oxford's city centre will be submerged and damaged by massive suburban extensions and increases in traffic and air pollution (already at a critical level in the City).</p> <p>Unsustainable population increase. The Begbroke site (PR8) for example will more than double the combined population of Begbroke and Yarnton. The overall increase in population will put huge stresses on already struggling public services (which the infrastructure plan does little to address) and what remains of the surrounding countryside.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | N |
| 1862 | <p>Comments</p> <p>There is enormous local opposition to the development proposals set out in the Partial Review, as well as opposition from Oxford residents and many conservation groups; our local MP, Leyla Moran, has expressed her opposition to piecemeal development in the Green Belt, and our parish councils are against the plan. If they have not already done so, we would urge Cherwell councillors and planners, and the Government Inspector, to visit the sites under threat so that they can fully appreciate the destructive impact that this plan would have on our countryside, green spaces and villages, and on our quality of life.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | N |
| 1860 | <p>Comments</p> <p>The processes which have given rise to the necessity to undertake a partial review of Cherwell's Local Plan and to the constant plethora of other strategic plans in the county generate enormous public costs. This is a serious concern. It is funding which could be better directed to struggling public services - and even to the provision of affordable housing.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |
| PR-C-0737 | 01/10/2017 | Pauline | Alvarez | | |
| 1866 | <p>Comments</p> <p>Strongly oppose the current proposed plans and believe that other solutions are possible including a realistic assessment of Oxford housing needs and design of affordable housing plans. Lived in Templar Road since 1993 and have seen many changes take place in the area. Among the positive changes is the care and nurturing of Cutteslow Park as an area enjoyed by all of us locally and increasingly drawing in families from a much wider area to enjoy this space. The setting of the park within the green belt area is very important to get away from the noise and pollution of urban life and associated health issues.-The volume of traffic especially on Banbury Road, Sunderland Avenue, all the roundabouts has increased very significantly over the years leading to gridlock for much of the day (not only at peak times) . It is mind boggling to imagine several thousand more cars on our roads with no costed road infrastructure in the plans.- Our local schools and GPs are full to capacity. Current waiting times for a doctor appointment is anything between 7-10 days- Developers have been targeting land in this part of Oxford over many years demolishing larger houses and building expensive flats in their place. Two 3 bedroom houses have been built in the back garden very nearby. All the objections to this development were over ruled and the council arguments included the housing shortages in Oxford. However, these houses went on the market for 500.000 each; one has been used as buy for rent since it was built. No nurse, teacher or care worker can afford such rents or mortgages and one can only conclude that profit not people or community centred development is the principle driver of housing development in our area. More housing near the Oxford Parkway railway station will almost inevitably be bought up by those who can afford these levels of house prices and of course London commuters.- Wolvercote, Summertown, and now Kidlington are becoming increasingly merged as part of Greater Oxford. According to national policies, the Green Belt is intended to stop urban sprawl of this kind and prevent the merging of different towns in this way it seems without limit as the sprawl could well continue beyond the boundaries proposed in the current plans/ Why are we going against national policies in such a flagrant way?- Housing projections for the city have to be more realistic and given the transport and road infrastructure challenges we already face it would make much more sense to develop sites in the city and include well planned and designed high rise apartments that were affordable. Urban re-design should be a positive challenge to planners to take us into the 21st century while keeping our history and all that make Oxford such a great place to live.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |
| PR-C-0741 | 04/10/2017 | Cathy | Bowden | | |
| 1878 | <p>Comments</p> <p>Encourage building in the Yarnton/Kidlington area. When building please include as much social housing, affordable housing, help to buy and shared ownership homes; including a fair proportion for families. Please ensure there is sufficient infrastructure to support the community in a good way and to avoid having everyone having to drive out for everything they need. Please build the extra schools as they will be needed and please ensure sensible and safe cycle and walking routes between Yarnton and Kidlington and make sure there are sufficient bus routes in all directions.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0747 | 06/10/2017 | Dr Elizabeth | Fry | | N | N | N | Y |
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1888

Comments

The proposed submission plan is Unsound, Not Positively Prepared, Not Justified and Not Effective on the following grounds and should not be submitted by CDC for inspection.

Changes Sought

For the reasons given and the representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported and adopt as part of this representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Begbroke & Yarnton Green Belt Campaign to represent at the Examination should it take place.

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| PR-C-0747 | 06/10/2017 | Dr Elizabeth | Fry | | N | N | N | Y |
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1886

Comments

New jobs and high-tech employment sites should be targeted to Bicester and the Harwell Research site which is being specifically developed for such. This is where new housing has and should be sited and it would stop the traffic congestion and air pollution caused by increased traffic into Oxford.

Changes Sought

For the reasons given and the representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported and adopt as part of this representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Begbroke & Yarnton Green Belt Campaign to represent at the Examination should it take place.

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| PR-C-0750 | 29/09/2017 | Graham | Thomas | | | | | |
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1893

Comments

Lived in Yarnton for 70 years, does not want the village being turned into a town. The plan set out for new housing is a complete joke. Had expert advise on the planning proposals and was told that this housing issue would not be excepted in any form what so ever, never mind the traffic question. Suggest you stop Oxford City Council from bullying you and tell them to build their houses on the brown fill sites around Oxford. You represent the people of Yarnton, Begbroke and Kidlington, stand up and be counted.

Changes Sought

Reasons for Participation

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| PR-C-0752 | 28/09/2017 | Paul | Lankford | | | | | |
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1896

Comments

Strongly object by making one large conurbation, the strain on local services would be untenable. The majority of the influx of people would not be working in the area but would be commuting elsewhere. The plans to upgrade the A44 and create a rapid transport system would not alleviate the increase in traffic this proposal would generate. The A44 already experiences high levels of congestion and has a number of pinch points which could not be changed under the upgrade thus exacerbating the congestion even further. The small surgery at Yarnton could not accommodate a further 10,000 people which are said to increase the population by and nor could the surgery at Kidlington. Opposed to these plans for the following reasons:• The loss of the Green Belt forever• The huge impact this development will have on the village and surrounding areas• The population increase and the strain it will put on local amenities• The inadequacy of the transport infrastructure to cope with the increase in population and traffic (we have already lost our bus link to Kidlington)• The increase in pollution and the impact it will have on health• The increase in the carbon footprint• The environmental impact it will have on the wildlife• The loss of the agricultural land• The loss of the 'village life'• Because the SHMA figures are flawed and inflated to accommodate the proposal• Because Yarnton has already seen an expansion with over 200 homes being built in 2011• Because the planned development could be placed on sustainable sites Cherwell DC has already identified elsewhere within their jurisdictionUrging you to reconsider your plans and leave the Green Belt boundaries alone to let future generations enjoy the rural setting and village life this area offers.

Changes Sought

Reasons for Participation

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| PR-C-0758 | 10/10/2017 | Susan | Cooper | | Yes | Yes | | No |
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1909

Comments

The "Housing Trajectory" in Appendix 3 has only 1700 of the 4400 houses being built in the first half of the 10-year period. Since we have a considerable backlog of unmet housing need, thinks more houses are needed sooner. The plan also sees the largest sites 6a, 6b, 8, 9 under construction for long periods. It is not very nice to live on a construction site so would think it would be better to aim to build faster on fewer sites at a time, and then move on to the others. Since 6a is closest to Oxford and has cycle lanes and good public transport into Oxford, thinks it should be completed as soon as possible, certainly by 2026. This would bring the 2021-26 total to 2000, which is still less than half of the 4400 total, so further front-loading should be sought.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------|--|--|--|--|---|
| PR-C-0759 | 10/10/2017 | Barry | Homans | | | | | N |
|------------------|------------|-------|--------|--|--|--|--|---|

1913

Comments

Object to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------|--|--|--|--|---|
| PR-C-0759 | 10/10/2017 | Barry | Homans | | | | | N |
|------------------|------------|-------|--------|--|--|--|--|---|

1914

Comments

Save the Green Belt!

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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|------------------|------------|----------|-------|--|---|---|---|---|
| PR-C-0760 | 09/10/2017 | Rhiannon | Davis | | N | N | N | Y |
|------------------|------------|----------|-------|--|---|---|---|---|

5459

Comments

Already have air pollution problems in this area. Thames Valley is known as a hotspot for air pollution. More houses will increase air pollution, not to mention the extra cars that they will bring, further reducing air quality. Thames Valley has higher than average health problems with asthma, glue ear and other diseases associated with poor air quality already.

Changes Sought

For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which additionally support and adopt as part of Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|----------|-------|--|---|---|---|---|
| PR-C-0760 | 09/10/2017 | Rhiannon | Davis | | N | N | N | Y |
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5460

Comments

Should not be using county green belt to meet city housing needs. That is wrong. Especially when there are still brownfield sites that could be used in the city. House prices in Oxfordshire are very high and most houses are beyond the means of a first time buyer locally. Many Oxford workers commute from places such as Banbury where housing is cheaper. These are the people who should be front of the line to buy any new housing built locally but they will not be able to buy these new houses because they still won't be affordable (in real terms). This means that they will continue to have long commutes. The new houses will place increased strain on the already stretched traffic infrastructure locally and combined with those already commuting it will become impossible to leave the village without joining a traffic jam. On bad traffic days the cars already queue past the village. People who will be able to buy any new houses built would be London commuters, or people who are wealthy, and not local people who have grown up here, or already work here, and are looking to settle. We are not short of high end houses but of affordable ones. The proposal for affordable housing suggests that affordable is as much as 80% of current market value. That is far from affordable and makes a mockery of the term. In addition the government estimates of future housing requirements are currently being reduced. Therefore, these houses are extremely likely to be found unnecessary.

Changes Sought

For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which additionally support and adopt as part of Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|----------|-------|--|---|---|---|---|
| PR-C-0760 | 09/10/2017 | Rhiannon | Davis | | N | N | N | Y |
|------------------|------------|----------|-------|--|---|---|---|---|

1915

Comments

Object to building on the Green Belt on principle but specifically, in this case, there is no exceptional circumstance to justify proposing to build on the Green belt. Green belt makes up a tiny % of England's land and here in both Oxford and Oxfordshire there are non Green belt sites that could be used instead of Green belt. Very against this proposal because of the resulting loss of wildlife that it will cause. Lives in Begbroke and describes the animals in and around her garden. All of which are declining in the UK because of loss of habitat. We need green belt areas to provide wildlife with the chance to survive. We should be increasing the green areas and planting wildlife friendly plants and trees locally (and nationally) not building houses. We are only just beginning to understand the real importance of bees and insects to humans. Without them many crops won't survive and more diversity will be lost which affects the future of humans too. Chosen to live in a Green belt area to be closer to nature and enjoy wildlife. There are documented health and well being benefits to humans for living in green areas and interacting with nature. This development will remove these benefits from me and the other current residents.

Changes Sought

For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which additionally support and adopt as part of Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|----------|-------|--|---|---|---|---|
| PR-C-0760 | 09/10/2017 | Rhiannon | Davis | | N | N | N | Y |
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5461

Comments

Flooding has been a local problem over the years. In the main it has remained a minor problem for most houses with mainly only gardens badly flooding. However, the local pub was flooded twice in a short space of time requiring closure and high costs of refurbishment once water had subsided. At present surrounded by green belt a lot of water is absorbed which has kept this flooding to a minimum. Building more houses will mean significantly higher risk of flooding. In fact I cannot believe flooding wouldn't happen regularly if these proposed houses were built.

Changes Sought

For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which additionally support and adopt as part of Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|------|--------|--|--|--|--|--|
| PR-C-0763 | 01/10/2017 | Amit | Gadhia | | | | | |
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1924

Comments

Strongly object to the building of 4,400 homes in the North Oxford and Kidlington area as follows: - Lack of education facilities - Currently there are not enough schools to cater for the families who will be relocating to the area due to the new proposed development. The schools which are already in the Kidlington area require improvement in their education standards. Increasing students will only reduce the standards of the schools further.- Lack of health facilities - The current 2 surgeries in Kidlington do not have staff sufficient to cater for the increase in its local population, as they are already overworked.- The potential increase of traffic - It is highly likely that the current traffic problem along Oxford road going down to Cutteslowe round about in peak hours is likely to get worse. The above weighty factors need to be addressed before adding 4400 houses in the area. Strongly oppose the building of houses in the area.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0764 1927 | 10/10/2017 | Chris | Baines | Natural England | N | | N | |
| <p>Comments</p> <p>See changes</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Additionally, we note that the HRA concludes that the partial review of the plan itself will only result in an insignificant increase in NOx or N deposition at Oxford Meadows SAC, and therefore will not have an adverse effect on the integrity of the SAC. However, we note that modelling has demonstrated that critical levels and critical loads will be exceeded at the SAC in some locations close to the A34 and A40, and therefore advise that further information is needed with regard the in-combination contribution with planned development across the County to NOx and N deposition.</p> | | | | | | | | |
| PR-C-0764 1930 | 10/10/2017 | Chris | Baines | Natural England | N | | N | |
| <p>Comments</p> <p>With the exception of Policy PR8, we are happy with the Policy wording in the Local Plan, across the breadth of Natural England's remit. In particular, the requirements for a Biodiversity Impact Assessment (using a biodiversity metric) and Biodiversity Improvement and Management Plan to achieve net gain in biodiversity for each site allocation is welcomed. We welcome the work that has been undertaken to consider cumulative ecological impacts and the incorporation of measures to deliver green infrastructure and maintain an ecological network.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-0764 1928 | 10/10/2017 | Chris | Baines | Natural England | N | | N | |
| <p>Comments</p> <p>See changes</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Understand that traffic modelling across the County has been used to inform the air quality assessment, have concerns that this does not take into account housing allocations in the emerging Local Plans for South Oxfordshire, Vale of the White Horse or Oxford City. Advise that, in order to fulfil the requirements of the Conservation of Habitats and Species Regulations 2010, with regard to in-combination assessment, traffic modelling which takes into account all proposed allocations in emerging and adopted Local Plans across the County is needed. Natural England would advocate a co-ordinated approach from Local Authorities across Oxfordshire in order to achieve this.</p> | | | | | | | | |
| PR-C-0764 1926 | 10/10/2017 | Chris | Baines | Natural England | N | | N | |
| <p>Comments</p> <p>See changes</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Habitat Regulations Assessment - Air Quality. Our concerns with the HRA relate to the assessment of air quality impacts; we advise that the scope of the HRA should be extended to assess if there are any likely significant effects on Aston Rowant SAC arising from traffic generated along the M40, from the plan alone and particularly in-combination with other plans. This should initially consider whether the plan would result in an increase in traffic of 1000AADT or more along the M40 adjacent to Aston Rowant SAC, and also whether this threshold would be met when traffic generation from other plans and projects is considered in-combination. If an increase of 1000AADT or more is predicted, we would advise this to be a likely significant effect and further assessment would be needed.</p> | | | | | | | | |
| PR-C-0764 1925 | 10/10/2017 | Chris | Baines | Natural England | N | | N | |
| <p>Comments</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England is of the opinion that as it stands this Local Plan is not legally compliant and currently does not meet all of the tests of soundness, namely, whether it is effective and whether it is consistent with national policy. However, Natural England's concerns centre around the need for further evidence; once this evidence is available we would be happy to review our advice with regards to soundness of the plan.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-0765 1934 | 10/10/2017 | Eleanor | Williamson | | | | | |
| <p>Comments</p> <p>Cherwell is not a sacrificial lamb for Oxford City. Oxford City is driving this push for new build. Yet City is only willing to accept a tiny proportion within its own boundaries. This is grossly unfair on Cherwell residents. Oxford City must take a greater share of the quota. Dispute the expression 'unmet housing need' as disingenuous. This is speculative building on an 'if we build, they will come' model. It is a plan for population growth, not for stabilising the housing needs of the existing population. It is a model for putative future residents, relocating into the county to take jobs in Oxford that do not yet exist. It is wishful thinking by those with vested financial interests. This is not a 'need' that justifies raping the villages and ripping up the greenbelt. Indeed, the Government has already revised (lowered) the initial 4,400-home projection. Mistrusted the 4,400 as unrealistic, unachievable and unsustainable. Right to mistrust it. Detailed comments provided includes: transport, air quality, infrastructure, house prices and homes for commuters, and loss of rural landscape.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
| 514 | Comments | | | | | | | |
| Appendix Table 1: Features in developments to encourage biodiversity and their associated benefits for people attached. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Potential biodiversity impacts as outlined in the representation. | | | | |
| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
| 1938 | Comments | | | | | | | |
| All site allocation policies - Based on the information received at the recent 'duty to cooperate meeting' it is our understanding that site allocation proposals including the proposed quantum of development and associated maps have been informed by high-level masterplanning work. Very much welcome this as we consider it essential that quantum and layout are tested against the policy requirements including housing numbers, open space and GI. The policies are very detailed and can see that a lot of thought has gone into them. They include many elements that are supported such as the protection of designated sites, habitats and species (including sites downstream), requirements for a net gain in biodiversity, the use of an accepted biodiversity calculator, the integration of Green Infrastructure, the integration of biodiversity into the built-up areas, the production of a Biodiversity Improvement and Management Plan (BIMP) and the need for long term management. The policy maps provide considerable detail on the layout, which is welcomed. However, these are indicative only and might still change as a result of this consultation or at outline planning stage. Therefore reserve the right to make further representations should layouts change in a way that might result in increased adverse biodiversity impacts on sites, habitats or species. The policies are very specific on survey requirements based on ecological scoping survey. Welcome the requirement for various surveys but are concerned that these are based on limited survey effort (see comments on evidence base below) and that a comprehensive extended Phase 1 survey might highlight the need for further surveys than those mentioned in the policies. Welcome that the policies require development on the sites to be considered and assessed in its entirety rather than in individual phases. Related to that we consider it important that any on-site ecological mitigation and compensation is delivered at the beginning of the development phase to provide confidence about delivery and to ensure that the necessary green infrastructure and related benefits for residents are in place from the outset. Welcome the requirement for long-term management and recommend that it is more clearly defined. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Recommend for the policies to be less specific but to state that protected and notable species survey will be required, and will need to be informed by a Phase 1 Habitat survey. For example bat or invertebrate surveys are currently not mentioned in the policies but might be required. As mentioned above recommend that long-term management to be defined as for the life-time of the associated development. | | | | Potential biodiversity impacts as outlined in the representation. | | | | |
| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
| 1936 | Comments | | | | | | | |
| As a wildlife conservation charity, comments relate specifically to the protection and enhancement of the local ecology in Oxfordshire. Pleased to see that many potential sites put forward in the recent options consultation are no longer pursued for development. Find it difficult to judge whether the calculated unmet housing need for Oxford is appropriate but believe that if additional housing in Oxford is required it should be met close to Oxford if possible. As such agree that areas A and B are probably best suited to address Cherwell's contribution on meeting Oxford's housing needs due to their proximity to Oxford. Having said this remain concerned about the overall proposed quantum of development not only in Cherwell District but in Oxfordshire, which will inevitably impact on wildlife. No comment on Greenbelt issues but aware that all proposed sites are in the GB and as such might not be found acceptable in planning policy terms. Commented on previous Local Plan 2011-2031 consultations and many of the comments still apply, e.g. comments made with regard to impacts on designated sites, cumulative effects, management, Green Infrastructure planning and Biodiversity in Development (please see comments from 9th January 2017). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Potential biodiversity impacts as outlined in the representation. | | | | |
| PR-C-0767 | 10/10/2017 | Noel | Dresden | | N | N | N | |
| 515 | Comments | | | | | | | |
| W. The proposed plans will destroy one of the spaces providing the area with fresh air between Oxford and Woodstock. They will destroy the open spaces between Begbroke, Yarnton and Kidlington. In addition building on land which is subject to flooding. Evidently no thought has been given to the additional traffic the development will create. By building another Park and ride near Woodstock will not be a solution neither will a bus lane to Pear Tree. Traffic on the A44 and the Banbury Road is already very heavy 7 days a week. With the new Science Park in Langford Lane, the increase in size of Begbroke Science Park and the shutting of Sandy Lane gridlock will occur throughout the working day even before the Northern Gateway is built. Every day traffic also diverts from the A40 through Bladon, Cassington, Yarnton and Begbroke both in a westerly and easterly direction. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0768 | 10/10/2017 | Julie-Anne | Howe | Oxfordshire Clinical Commissioning Group | | | | |
| 5463 | Comments | | | | | | | |
| OCCG is pleased to see considerable reference to health, and wellbeing, within the documents, and is happy to continue to work with Cherwell District Council on this and other developments. Concern is raised however to the need for ALL developments to have sufficient provision made for healthcare infrastructure. Without this health provision will not be able to meet the needs of the growth in population. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0769 | 10/10/2017 | Mr Sam | Alcock | | N | N | N | Y |
| 517 | Comments | | | | | | | |
| The traffic and congestion on the A44 during peak periods is already unmanageable. Large assumptions appear to have been made with respect to those who would live in the new housing and their use of public transport to get into Oxford city. In reality many will commute to work outside of the city and undoubtedly many will use their own cars to do this. Not enough thought and consideration has been put into the infrastructure plans to mitigate against this large increase in personal vehicle usage in and around Begbroke, Yarnton and Kidlington. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| For the reasons given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which the rep additionally support and adopt as part of my his Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0770 | 10/10/2017 | Jane | Olds | Wendlebury Parish Council | | | | |
| 518 | Comments | | | | | | | |
| The Parish Council has discussed the response to the Local Plan Part 1 Partial Review of Oxford's Unmet Housing need and agrees with the District Council's reasons for restricting the housing development to Areas A and B. The infrastructure needed for the development and for Oxford is also more appropriate for these areas. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0771 | 10/10/2017 | Amanda | Darley | | | | | |
| 1946 | Comments | | | | | | | |
| Objection raised - Understand there is a housing shortage in the UK and that Oxford City has predicted it will need a significant amount of new housing over the coming years, firmly believes that building thousands of houses in the Kidlington/Yarnton/Begbroke area is the wrong response. Firstly, why does a city with limited space and naturally narrow streets need to expand its commercial/business population beyond its natural boundaries? Has Cherwell District Council challenged this? Secondly, there must be options to spread this housing around Oxfordshire rather than concentrate it in this area. More imagination and creative thinking by planners is required instead of looking at the easy option, which will be devastating for transport, character and quality of life in the area. Thirdly the housing density proposed in some areas is alarming - people living in such close proximity will have no privacy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| 1959 | Comments | | | | | | | |
| The consortium welcome the approach that the 'Submission Plan' now sets out, with locations closest to Oxford, such as the North Oxford Triangle, being allocated as strategic sites for meeting the unmet housing needs of the city. It also supports the proposal to undertake a GB Review as part of the preparation of the Cherwell Local Plan Partial Review and agrees with Cherwell District Council that there are exceptional circumstances that warrant the removal of land from the GB in accordance with the National Planning Policy Framework (NPPF). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination. | | | | | | | | |
| PR-C-0775 | 10/10/2017 | Jon | Alsop | Savills on behalf of Christ Church, Exeter & Merton Colleges and Oxford University | | | | Y |
| 1960 | Comments | | | | | | | |
| The representations focus on the site-specific policies which relate to the North Oxford Triangle and also those strategic policies which are also relevant to the site. While the inclusion of the North Oxford Triangle as a strategic site through these policies is welcomed there are some specific points that the consortium would like to comment on. The representations are also accompanied by the consortium's 'Development Concept Plan' for the North Oxford Triangle, which seeks to demonstrate the ability of the site to deliver a sustainable mixed use extension to Oxford and provides a more detailed indication of the capacity of the site. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| On behalf of the consortium, given the significance of their land interests, would wish to participate in the oral examination. | | | | | | | | |
| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | N | | N |
| 5465 | Comments | | | | | | | |
| Begbroke & Yarnton Green Belt Campaign's (BYG) main concern is that they believe there is no proper justification for altering the Green Belt boundaries from where they currently stand. On a local level, they particularly object to the removal of the land described as PR8 and PR9 from the Green Belt due to the significant detrimental impact of that removal on the villages and villagers of Begbroke and Yarnton. They also object to the removal of land described as PR6a, PR6b, PR7a and PR7b from the Green Belt due to the importance of these sites in maintaining the gap between the villages of Begbroke, Yarnton and Kidlington to Oxford City and to the land described as PR10, a green field site due to the impact its development will have on the adjacent A44 corridor. Instructed Bruce Bamber, a transport consultant, to prepare a report on the transport implications of the allocation of sites PR8 and PR9 for housing purposes. Although his technical review has focused on these areas, the broader methodology to identify potential development locations has also been assessed for its soundness. The report has been provided as Appendix B. Key conclusions from the report includes: the Sustainability Appraisal Report was published before the Transport Assessment and therefore cannot properly take into account the transport impact of development options. The SAR fails to report the adverse traffic congestion impact from the proposed development around Begbroke and Yarnton and is therefore flawed. Transport evidence base and the associated environmental assessment work is fundamentally unsound and cannot be relied upon. A number of legal issues are raised in Appendix A with a detailed summary provided. If the Council proceeds as planned, we consider the Inspector will find the Plan unsound due to inadequacy of evidence base and failure to ensure effective consultation and participation by the public. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0781 | 10/10/2017 | Ronan | Leydon | Vale of White Horse District Council | | | | Y |
| 1984 | Comments | | | | | | | |
| Cherwell District Council and Vale of White Horse District Council have a history of working effectively together. At a strategic level both councils, together with the other Oxfordshire councils, are members of the Oxfordshire Growth Board and its supporting Executive Officers Group established in 2014. Vale of White Horse District Council is committed to engage constructively with Cherwell District Council and the other Oxfordshire authorities on matters of strategic importance at both member and officer levels. Do not have any further comments to make on the Proposed Submission Plan. Vale of White Horse District Council are currently preparing Local Plan 2031 Part 2 which will address the Vale's proportion of un-met housing need from Oxford City. At least 2,200 dwellings will be delivered on land which is demonstrably close to Oxford City and which benefit from excellent public transport links. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Would welcome the opportunity to attend Examination in Public following submission of the plan to the Secretary of State, should it be required. | | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0786 | 10/10/2017 | Elizabeth | Hounsell | | N | Y | | |
| 2006 | <p>Comments</p> <p>Should this development be deemed necessary and as yet the need has not been demonstrated accurately. The method of selecting location of development suggested out of all areas within district area is not supported by the rational for it. People choose where to live and work. Just because they live close to Oxford doesn't necessarily mean they will work in Oxford. Given accessibility of London in all likelihood more people would commute from area if further housing provided. There appears to be little consideration given to infrastructure and the impact on local transport , already difficult. Should this development honestly be needed look at small developments in each local village and spread it out. Consider development of TVP & Gosford Hill sites and relocate the schools.</p> <p>Changes Sought</p> <p>Accurately demonstrate a need. Don't assume statistics given are accurate.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2010 | <p>Comments</p> <p>Despite their acknowledging that housing need is the number one priority, particularly for more affordable homes, the City intends to address only a third of it within its boundaries, pleading lack of capacity to accommodate it. The rest is off-loaded on to surrounding authorities under the Duty to Cooperate, not just creating commuting, but also exacerbating the land supply problems of those neighbouring authorities. On page 17 of the CDC Proposed Submission Plan, Page 17, there is a definition of the requirement of "A Duty to Cooperate". This states, "Local Authorities are required to 'engage constructively, actively and on an on-going basis'". When this requirement is assessed against how CDC has carried out its "duty", we find a number of anomalies. To engage on an "on-going" basis, should suggest CDC questions the City SHMA in the light of the government statement to reduce the SHMA but this doesn't seem to have happened. CDC do not appear to have been constructive in their discussions as otherwise they would have indicated, as objectors have done, that the CITY has not allocated the land in a logical manner. Adding more employment to a crowded city and then expecting the new employees to have to live outside the city in dormitory estates just creates problems with the already over subscribed transport infrastructure. The CDC proposed submission plan, on page 16, quotes from the NPPF requirements and under point 4 has the statement: "4. To work together to meet development requirements which cannot wholly be met within their own areas, for instance because of lack of physical capacity or because to do so would cause significant harm to national principles and policies". It has to be apparent that Oxford City and CDC have not "worked together" as if they had, CDC would not have produced this plan that "would cause significant harm to national principles and policies"; the plan contravenes the NPPF regarding the GB and recent government statements.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2009 | <p>Comments</p> <p>The 2014 SHMA determined that Oxford's housing need was between 24,000 and 32,000 dwellings. Of this, 63% is for smaller more affordable housing. The government has in the last few months agreed with CPRE that the calculations for the SHMA are some 40% too high. CPRE Cherwell South District would now expect Oxford City to revise their SHMA to be in agreement with the new government process prior to submitting their then revised plan to the government inspector, and for Cherwell DC to argue that Oxford City should do this before deciding where to allocate housing. The draft Oxford City Local Plan states at paragraph 1.20 that "Addressing the housing issue is the number one priority of the City Council", and at 3.13 recognises that "There is not only a shortage of homes in Oxford, but a shortage of homes that are affordable to local people". They then allocate valuable, potential housing, land to employment that could be placed in other areas such as Bicester. The City's own housing need is clearly best addressed in the City itself as to do otherwise is to create even more commuting and make for a less vibrant City.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2007 | <p>Comments</p> <p>CPRE Cherwell South District object to the basic premise of this proposal as Oxford City have not provided proof, via an EiP that there is an 'unmet need' and so this review of the Cherwell Local Plan Part 1 is premature.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0787 | 10/10/2017 | John L | Broad | CPRE Cherwell South District | | | | N |
| 2008 | <p>Comments</p> <p>CPRE Cherwell South District have serious concerns regarding the proposal to place the majority of Cherwell's allocated housing in the GB. Various government ministers have repeatedly assured the public and reinforced the wording of the NPPF Section 9 in statements that the GB is to be protected. Paragraphs 87-89 quoted. They then list a series of bullet points to identify these exceptions but none of these include such a massive housing proposal as that proposed by Cherwell District Council in this Review! Amongst the five main purposes of the GB listed in the NPPF under paragraph 80, which Cherwell include in their documentation, is "to check the unrestricted sprawl of large built up areas" and "to preserve the setting and special character of historic towns" such as Oxford City. Submit that this proposal is in direct contradiction with all parts of the NPPF and government ministers' statements.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0788 | 10/10/2017 | Andy | Garraway | Turnberry on behalf of Exeter College | Y | Y | N | Y |
| 2023 | <p>Comments</p> <p>Exeter College contends that the Proposed Submission Plan, in its current form and with the current evidence base, cannot be found to be wholly justified in the non-allocation for housing of site PR6c or effective in delivering on its aim to meet Oxford's unmet housing need. It would, therefore, not be found to be fully Sound when tested at Examination, with regard to the levels of housing for which provision is made, with its failure to locate development in the most sustainable sites in accordance with its stated objectives and with the inconsistencies highlighted in the Sustainability Appraisal and accompanying evidence base.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>To ensure Exeter College's position regarding PR6c is articulated effectively</p> | | | | | | | |

Proposed Submission Plan - General Comments

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|------------------|------------|------|----------|---------------------------------------|---|---|---|---|
| PR-C-0788 | 10/10/2017 | Andy | Garraway | Turnberry on behalf of Exeter College | Y | Y | N | Y |
|------------------|------------|------|----------|---------------------------------------|---|---|---|---|

2026

Comments

The proposed transitional arrangement set out in the Consultation Document states that, for Plans which have been published but not yet submitted, such as the Cherwell Local Plan Review, the Council should continue with the current plan preparation using the existing methodology and evidence base, if the plan will be submitted for examination on or before 31st March 2018 or before the revised NPPF is published (whichever is later – NB the revised NPPF is scheduled for publication in ‘Spring 2018’). The current timescale for submission for examination is Spring 2018, indicating the Council should continue with the existing methodology and the tested evidence base contained in the SHMA, indicating an Objectively Assessed Housing Need of 32,000.

Changes Sought

Reasons for Participation

To ensure Exeter College's position regarding PR6c is articulated effectively

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|------------------|------------|-------|------|---------------------|---|---|---|---|
| PR-C-0790 | 10/10/2017 | Chris | Shaw | Bloor Homes Western | N | Y | N | Y |
|------------------|------------|-------|------|---------------------|---|---|---|---|

5381

Comments

Consider that Site Ref: PR 45 – Land adjoining Dover Avenue and Thornbury Drive which would provide a logical extension to Strategic Site Banbury 3: Land West of Bretch Hill. The site adjoining Dover Avenue and Thornbury Drive exhibits a number of positive elements in planning terms that support its suitability for inclusion within the Local Plan

Review as a site which accords with the overarching spatial strategy that the bulk of the proposed growth must continue to be focused in and around the main towns of Banbury and Bicester. Detailed comments provided about Adopted Local Plan Compatibility, Regeneration, Heritage and Access.

Changes Sought

Reasons for Participation

It is considered necessary to ensure that the Local Plan Partial Review is legally and procedurally compliant, positively prepared, justified, effective and compliant with national policy.

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| PR-C-0790 | 10/10/2017 | Chris | Shaw | Bloor Homes Western | N | Y | N | Y |
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5382

Comments

The Pre-Submission draft of the Local Plan Partial Review is not legally or procedurally compliant as a result of the approach undertaken to identifying first, broad Areas of Search Options and secondly, specific sites within those options that were taken forward (Options A and B). Bloor Homes currently control land at Dover Avenue and Thornbury Rise (Site PR 45), which lies immediately to the south of the existing allocation within the adopted Local Plan, BAN 3 – West of Bretch Hill. In line with previous representations submitted in relation to land at Dover Avenue and Thornbury Rise, it is considered that the site offers a logical and sustainable extension to the settlement of Banbury, which would not necessitate the removal of Green Belt Land. Furthermore, it is considered that the Local Plan Partial Review fails the tests of soundness set out within Paragraph 182 of the National Planning Policy Framework. 4.5 It is therefore considered that significant amendments to the Local Plan Partial Review are required before the plan can be found sound or legally compliant. Appendix 1 - Site Location Plan. Appendix 2 - Site Sustainability Appraisal.

Changes Sought

Reasons for Participation

It is considered necessary to ensure that the Local Plan Partial Review is legally and procedurally compliant, positively prepared, justified, effective and compliant with national policy.

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|------------------|------------|--------------|------------|--|---|---|---|---|
| PR-C-0793 | 10/10/2017 | Maria-Teresa | Cobo-Losey | | N | N | N | Y |
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2044

Comments

Cherwell District Council (CDC) is barely able to cope with the needs of the population and therefore the proposal to more than double the number of houses is irresponsible. Access to Oxford by road has not completed. The roads are not paved, the traffic is overwhelming, the services provided by CDC are insufficient to meet the needs of the population, there is a problem with flooding in some areas and the CDC is unable to give timely response to all the demands of their residents. The proposal is also irresponsible because merging the populations into a single large conurbation in Kidlington does not make sense and is unreasonable. The proposed development is entirely on green belt land and would result in there being only a narrow gap separating the villages of Yarnton and Begbroke. This new development crosses the parish boundaries and we estimate that the physical gap between Begbroke and Yarnton will only be approximately 50 metres. There is also only a small gap between this enlarged development and Kidlington, meaning in effect that the three villages are merged into one large conurbation. We estimate the population would be around 30,000.

Changes Sought

For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-0793 | 10/10/2017 | Maria-Teresa | Cobo-Losey | | N | N | N | Y |
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2049

Comments

The CDC's Proposal does not consider the impact of flooding. The CDC knows flooding in the area is an issue. There are pictures showing the impact to flooding on Yarnton and Begbroke village. If the CDC have been unable to meet their residents' needs in this area now, it would be irresponsible to propose the growth in housing in this way. The CDC is completely irresponsible proposing these plans. The proposal is also irresponsible as it does not consider the impact on wildlife. The countryside that surrounds our two villages is rich in wildlife. The loss of this habitat for housing will have a massive negative environmental effect. Therefore the CDC's Proposal is irresponsible.

Changes Sought

For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

Proposed Submission Plan - General Comments

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| PR-C-0793 | 10/10/2017 | Maria-Teresa | Cobo-Losey | | N | N | N | Y |
| 5624 | <p>Comments</p> <p>CDC has not given time to develop a parallel proposal but the following points should be considered to amend the CDC's Proposal: • Cherwell DC should consider other sites: Bicester is one example of a place that is easy reach of Oxford by train. • Oxford City Council should use its own brownfield sites. Oxford could prioritise solving its own housing problems by using sites like the Northern Gateway or its own golf courses. The CDC should look after their residents and is irresponsible to pass the Oxford Council's responsibilities to the CDC's. • Oxford City Council should consider building taller buildings. • Oxford City Council should consider using sites located closer to the major employment areas: the City Centre, Headington and Cowley (recall these last two areas employ more people than the City Centre does) . Any sites on Green Belt land would need to avoid undue urban sprawl or merging villages together – two points that the Cherwell proposals fail on. • Reviewing the housing forecasts. These are based on the 2014 Strategic Housing Market Assessment or SHMA and are overstated. The forecasts used historical data and was undertaken before the European Union referendum happened.</p> <p>Changes Sought</p> <p>For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which are additionally supported, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-0797 | 10/10/2017 | Margaret | Dow | | | | | |
| 2053 | <p>Comments</p> <p>Horrified at the thought of so many houses being built around Kidlington, most of them on the Green belt. This was such a good, far-sighted law designed to stop towns and cities spreading in an uncontrolled way. Now it seems possible to ignore the law and we will see local communities and villages losing their identity and becoming part of a sprawling suburbia. The way this "plan" has been handled appears to have been badly prepared. Also the latest figures produced by the Oxford planners are for many fewer homes than this "plan" is based on. Who are the people that are expected to buy these homes? What proportion will be so called affordable homes? Will they really House local people? Will it exacerbate the current trend for Londoners to move out of the city and commute to continue to work there? Anyone using local roads during rush hours has already experienced gridlock in the area. There are many local services that are struggling with the existing demand. For example recently had to wait almost a month to see the GP.It would be sad to see our local fields built on. Green is the colour that is most important to most human beings, is it really necessary to do away with something so beneficial to our wellbeing? Has anyone given any thought to the wildlife, animals, birds, butterflies, insects, so much habitat to be destroyed? It can never be reclaimed. Everyone is up in arms about the plan, feelings are running high in this area. Very upset and full of apprehension. Please, please don't allow this ill thought out plan to go ahead.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0798 | 10/10/2017 | Fiona | Teddy | | | | | |
| 2054 | <p>Comments</p> <p>Strongly object to the plan for major housing development in the Kidlington area. There are many reasons as follows: 1. This enormous plan shows a total disregard for the value of the Green Belt land. This was created for hugely important reasons. Green belt is the nation's heritage. . The huge concentrations of homes make for unpleasant living conditions for the residents of such estates. . The local roads will not cope with the huge additional traffic in the area. The roads are already very overloaded and even up in Bletchington, three miles from Kidlington, often feel the effects of any blockages in Kidlington and the A34 (itself only a two-lane carriageway when it should have been made into a three-lane motorway at the time of its construction). . The plans put forward include housing on the existing North Oxford Golf Course. This would be a tragedy. This is one of the beautiful remaining green spaces providing a buffer between Oxford and Kidlington. The owners might well not wish to sell the land if it was not being considered for development. Oxford and Kidlington would become a conurbation if this land were developed. 5. Schools, GP surgeries and other local facilities would not cope with the huge increase in the housing. Even with the plans to increase such provisions, there would be huge pressure on services. . So-called low-cost housing is still way out of reach of most young people. The cost of housing is sky high in Oxford. Every development's original plan for some cheaper housing in each plan gets dumbed down until there are very few such houses anyway. These are still very expensive. These plans will not help young people. . The plan to shut the road from Kidlington to Yarnton would cause a lot of inconvenience and cause even more traffic build up. This small road eases the pressure between two main roads ad is very convenient for local people. There are already a huge number or houses being build on the By Pass near Headington and these alone will have a huge effect on local traffic9 Some of the proposed building is on land which can flood.</p> <p>Changes Sought</p> <p>A. Build more small pockets of houses for sale close to existing communities but much further afield and not just in the Kidlington area. . Build lots more council houses, again in small pockets, and push the government for funding. C. Retain the Green Belt land at all costs. . Bring in penalties for owners of derelict and uninhabited homes and push the government to implement compulsory purchase for renovation for these buildings. . Push back the development to other areas and not Oxford. Please reconsider the plans. This area cannot support such huge development. It will have a massive and permanently detrimental effect and should be hugely scaled down. It will ruin an already very crowded part of Oxfordshire.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0799 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of Sheehan Group of Companies | N | Y | N | Y |
| 2059 | <p>Comments</p> <p>In terms of reducing air pollution, it is important to recognise that Knightsbridge Farm is previously developed land: its current use is haulage and plant hire. As a result there are a number of lorry/HGV trips related to the use. Redevelopment of the site for residential/mixed use would result in an end to these vehicle trips and provide an opportunity to create biodiversity enhancements within the site as part of any comprehensive development scheme.</p> <p>Changes Sought</p> <p>Remove the land at and adjacent to Knightsbridge Farm from the GB. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land at and adjacent to Knightsbridge Farm in the allocated site for residential development or a mix of residential and other uses.</p> <p>Reasons for Participation</p> <p>As drafted, and in so far as it relates to the land at and adjacent to Knightsbridge Farm, the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination.</p> | | | | | | | |
| PR-C-0804 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of W Lucy & Co Ltd | Y | N | N | Y |
| 5480 | <p>Comments</p> <p>W Lucy & Co Ltd, own the land south of Sandy Lane, Begbroke, & are promoting the site as an additional housing allocation at Begbroke. This site has previously been promoted through the CDC Local Plan Part 1 Partial Review. Concerned that CDC has not undertaken a robust assessment of the options for accommodating Oxford City's unmet housing need within Begbroke. The subject site adjoins the proposed allocation at Begbroke (draft PR8). (See Map) The red line of PR8 adjoins the subject site on all but one of its boundaries, with residential use proposed to the west of it.</p> <p>Changes Sought</p> <p>Remove the land south of Sandy Lane from the Green Belt.Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land south of Sandy Lane in the allocated site for residential development or a mix of residential and other uses.</p> <p>Reasons for Participation</p> <p>As drafted, and in so far as it relates to the land south of Sandy Lane, the Plan has not been positively prepared, is not justified and is not effective. This goes to</p> | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0804 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of W Lucy & Co Ltd | Y | N | N | Y |
| 2066 | <p>Comments</p> <p>The Local Plan Partial Review has not been positively prepared as there is clearly additional capacity for the development of new homes at Begbroke, a sustainable Cat. A Service Village within close proximity to Oxford City, which is not currently being fully realised by CDC. CDC has not undertaken a robust assessment of the options for accommodating Oxford City's unmet need at Begbroke. The draft Local Plan Partial Review is not justified as CDC has failed to fully consider all reasonable alternatives as land south of Sandy Lane is clearly a sustainable location given its relationship with land proposed to be allocated for development at Begbroke (PR8).</p> <p>Changes Sought</p> <p>Remove the land south of Sandy Lane from the Green Belt.Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land south of Sandy Lane in the allocated site for residential development or a mix of residential and other uses.</p> <p>Reasons for Participation</p> <p>As drafted, and in so far as it relates to the land south of Sandy Lane, the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination.</p> | | | | | | | |
| PR-C-0805 | 10/10/2017 | Margaret | Williamson | | | | | |
| 2069 | <p>Comments</p> <p>The Kidlington Gap/Green Belt - The council should oppose development in the 'Kidlington Gap' by respecting it's status as Green Belt. Such legislation appreciated the need to prevent urban sprawl. It keeps Kidlington discrete. - To shift a long established golf course with natural landscaping to a site which would require artificial remodelling is ridiculous. Kidlington Identity - Cherwell should be supportive of maintaining Kidlington's identity. Once lost, the built environment would stretch from Carfax to Langford Lane, a distance of 6 miles. Housing needs - Housing for whom? Shared concerns with many about the availability of affordable housing for which there is a real need. Family and community links are lost if those who have grown up in the area are unable to afford the necessary deposits to buy. Valued intergenerational links are weakened. The Exeter Hall audience heard that it was only a London salary that had enabled the speaker's own young family to settle where she had grown up and to maintain earlier connections. - A predominance of London commuters will inevitably weaken neighbourliness. Ensuring a healthy mix enabling people working locally to buy homes should promote local networks and a sense of belonging which would be to the benefit of all.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0806 | 10/10/2017 | Liz | Pickering | Education and Skills Funding Agency | | | | |
| 5120 | <p>Comments</p> <p>The Education and Skills Funding Agency (ESFA) welcomes the opportunity to contribute to the development of planning policy at the local level, and we aim to work closely with local authority education departments and planning authorities to meet the need and demand for new school schools. In this capacity, we would like to offer the follow response to the proposals. The ESFA welcomes Cherwell's acceptance of 4,400 dwellings over the Local Plan period to meet Oxford's housing need in addition to the housing already allocated in Cherwell. This demonstrates effective cooperation on strategic matters not only in relation to housing but also the associated infrastructure, including provision for new schools. The ESFA supports the Council's allocation and safeguarding of land for schools.Oxfordshire Growth Board's assessment of spatial options for Oxford's unmet housing need (September 2016) states that sites large enough to require a school of their own will be expected to provide both land and funding to deliver it. The ESFA considers this to be an appropriate approach. Clear signposting of this expectation throughout the Local Plan will help the Council demonstrate that the plan is effective and positively prepared, based on a strategy which seeks to meet objectively assessed infrastructure requirements.In light of draft Policies PR6a, PR6b, PR8, PR9 and PR10, emerging ESFA proposals for forward funding schools as part of large residential developments may be of interest to the Council. We would be happy to meet to discuss this opportunity at an appropriate time. One of the tests of soundness is that a Local Plan is 'effective' i.e. the plan should be deliverable over its period. In this context and with specific regard to planning for schools, there is a need to ensure that education contributions made by developers are sufficient to deliver the additional school places required to meet the increase in demand generated by new developments.The ESFA notes that Cherwell District Council has an emerging SPD on developer contributions, and consultation has taken place on a draft CIL charging schedule (paragraph 5.143). However, the Council is currently undecided on whether to progress CIL and is waiting for the Autumn Budget 2017.</p> <p>Changes Sought</p> <p>The ESFA suggests that the Local Plan include a modification at submission stage to reflect the Council's current position regarding CIL and Section 106, with reference to an associated Infrastructure Development Plan which defines the extent of any funding gap. The ESFA would be particularly interested in responding to any update to the Infrastructure Delivery Plan or review of infrastructure requirements, which will inform any CIL review and/or amendments to the Regulation 123 list. As such, please add the ESFA to the database for future CIL consultations. Please notify the ESFA when the Local Plan is submitted for examination, the Inspector's report is published and the Local Plan is adopted.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0808 | 10/10/2017 | Anne | Denby | Canal & River Trust | | | | |
| 2072 | <p>Comments</p> <p>The Oxford Canal runs for approximately 34 miles from the north to the south of the District. Paragraph 3.52 recognises the central position of the canal network within the District and the connectivity it provides between the main urban areas. The canal network can make an important contribution to achieving the Vision for meeting Oxford's unmet housing need. The waterways can be used as tools in place making and place shaping, and contribute to the creation of sustainable communities. The Trust seek for any development to relate appropriately to the waterway, minimise the ecological impacts and optimise the benefits such a location can generate for all parts of the community. The canal network can play an important role in supporting sustainable communities and bring benefits to the area from aspects such as tourism, biodiversity and walking /cycling. The waterways are significant Green Infrastructure, but they also function as 'Blue infrastructure' which serves in a variety of roles, including: an agent of or catalyst for regeneration; a contributor to water supply and transfer, drainage and flood management; a tourism, cultural, sport, leisure and recreation resource; a heritage landscape, open space and ecological resource; sustainable modes of transport; and routes for telecommunications. They also offer opportunities for leisure, recreation and sporting activities as part of the 'natural health service' acting as 'blue gyms' and supporting physical and healthy outdoor activity. As acknowledged in the document the Oxford Canal corridor is a designated conservation area and it is important for development to build on, and respond appropriately, to the historic significance of the canals whilst protecting their character and historical integrity.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0808 | 10/10/2017 | Anne | Denby | Canal & River Trust | | | | |
| 2195 | <p>Comments</p> <p>Any proposals for landscaping /access should be required to have appropriate regard for the setting adjacent to the canal conservation area. Any planting should be set back from the canal to allow for future growth and ensure they do not adversely impact on the stability of the canal or safe navigation of the waterway. The details / responsibility for the maintenance and management regimes for the local green spaces / nature conservation areas should also be set out. We recommend a number of guiding principles for waterside developments and individual waterways and water spaces need to be viewed as an integral part of a wider network, and not in isolation. Water should not be treated as just a setting or backdrop for development but as a space and leisure and commercial resource in its own right. The 'added value' of the water space needs to be fully explored. As stated above the Trust wish to engage further on the proposals outlined within the Plan and are happy to meet to discuss any of the comments made.</p> <p>Changes Sought</p> <p>As stated above the Trust wish to engage further on the proposals outlined within the Plan and are happy to meet to discuss any of the comments made.</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0810 | 10/10/2017 | Tom | Ibbotson | | |
| 2198 | Comments | | | | |
| <p>Objection on the quantity of housing proposed in this relatively small area of Cherwell District - it would change the character of the area dramatically, wiping out the GB gap between Kidlington and Oxford. If this number of dwellings is required there must be many other areas of the district where houses could be fitting in in a more considerate way. Actual forecasts for housing requirements for the area have been adjusted downwards and that alone is a good reason for reviewing the plans. Oxford City should be shouldering more of the burden of it's own requirements. It needs to make sure it builds it's own high-density housing rather than adding new plots for business (which would increase the demand for housing). The transport links would need to be addressed if this development went ahead - currently there are traffic bottlenecks though Kidlington every day and this would only become much worse with this development.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0812 | 10/10/2017 | Carole | Wilton | | |
| 2200 | Comments | | | | |
| <p>Three objections to building of houses to cover shortfall in the number required for Oxford's needs: 1. Shortfall created by Oxford planning, who now expect the rest of the county to bail them out. They have given permission for yet another business park, when the ones already built have numerous vacancies. Unemployment is low in Oxford so business parks are not needed for Oxford residents (indeed they create the need for more housing for people moving into the area). 2. New figures for the need are now at a level that can be covered within the Oxford boundaries, especially if the stupidity of Barton is not repeated - that housing will only be filled by London commuters as no one else can afford the prices! 3. While a transport study was done, no account was taken for the traffic that crosses between Yarnton and Kidlington via Sandy Lane - which it is planned to close. On top of this Green Belt would be built on and there are reasons for it's designation. Developers should not just be allowed to build expensive houses, they have already bought the land and won't want to tie their money up for decades - if they lose money that is the risk speculators take.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| <p>Plans should be rejected. Any building done should be affordable homes for the benefit of residents of Kidlington and the surrounding villages (both young and old).</p> | | | | | |
| PR-C-0816 | 10/10/2017 | Joshua | Thomas | | |
| 2234 | Comments | | | | |
| <p>Angry at the proposals to build so many houses around the city of Oxford in order to meet Oxford's projected housing needs. So not needs that currently exist but needs that will be created by the City Council as part of their economic plan for growth. This is not creating affordable housing for local people. It is, instead, pushing an economic future on Oxford that will push up house prices, attracting London overspill and those coming to live here to fill the, as yet, uncreated jobs. There will be a loss of open space which currently exists between Oxford and the surrounding villages and the loss of open space between those villages. You are proposing to create a homogeneous which will impact the quality of life currently enjoyed by those that live in the area. If Oxford needs houses then let them build houses and not northern gateways. Understand that Councillors have expressed the view that they do not have the resources to fight the developers. That sounds pretty weak. The question should be what is right and not how much the fight is going to cost. Read CPRE's response to the proposal and totally concur with it will be a sad day if residents interests are trampled underfoot while the developers run amok in our countryside.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0817 | 10/10/2017 | G | Davies | | N |
| 2237 | Comments | | | | |
| <p>Oxford 's objective is to ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home. Oxford(shire) current housing need is for affordable housing for its existing local people, not high cost housing. Based on the housing densities proposed for the current plans north of the city boundary the area will only consist of multimillion pound houses for Oxford and London commuters. Outside London, Oxford has the most expensive housing. Within Oxford, North Oxford has the most expensive housing. People on high salaries are unable to buy houses in the city. The areas immediately surrounding Oxford are also expensive. Affordable housing will therefore need to be built some distance from the City of Oxford to be practical, unless heavily subsidised by government/developers, or unless high rise flats are considered. New housing could be built land vacated by relocating the current Park & Ride sites. Oxford should consider South Park and the land bordered by the Headington Road and Pullens lane to build housing or student accommodation. The city should also consider providing financial help to the commercial areas along the Botley Road and Seacourt Tower to relocate to an 'out of town' site to reduce congestion and then use the sites for housing. The unused commercial area which was vacated by the previous motor assembly sites could be used housing. The site has plots that never been taken up after numerous of decades and could be used for housing to support employment at the current BMW plant. Why was residential housing NOT built on the assembly sites when they first became vacant?</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0817 | 10/10/2017 | G | Davies | | |
| 2236 | Comments | | | | |
| <p>Oxford - Economy & Employment. Oxford is a world-renowned historic city with heritage second to none. Oxford has a distinctive physical form and a historic built environment. It has internationally important universities, a regional shopping centre and receives circa. 10 million tourists every year. The historic city parks, nature conservation areas and sites of special scientific interest create pockets and corridors of green space within the city boundary. Its economy is based on higher education, health services, car manufacturing, high-tech, medical scientific research and tourism. Much of its residential population is to the east of the city centre. Main employment centres are in the City Centre, Cowley and Headington. Current plans are predicated on the city of Oxford continuing to provide employment for commuters from surrounding districts and has major implications. Oxford is an area of low unemployment. There are numerous vacancies particularly for low paid retail work; the result of a lack of affordable housing and wage levels related to housing. Oxford does not have the equivalent of a London weighting allowance for the Oxford workers.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0817 | 10/10/2017 | G | Davies | | |
| 2235 | Comments | | | | |
| <p>Totally opposed to the Council's plans to meet Oxford City's unmet housing needs, due to a lack of foresight by the Oxford City and Cherwell Councils in addressing fundamental interrelated issues that require a holistic strategy. High level points in support of my objection: Current plans mean that Oxford City will consume the adjacent villages of Kidlington, Begbroke and Yarnton; this equates to enlarging its city boundary. Unbridled urban sprawl with the loss of GB land and local amenities. Oxford City has created its own housing problems and will be perpetuating the planning mistakes of the past. Oxford City Vision is "To provide new balanced communities that form part of Oxford, of exemplar design; provide for a range of household types and incomes reflecting Oxford's diverse needs; and support the City's world-class economy and universities by ensuring people have convenient, affordable and sustainable travel opportunities to their Oxford places of work and study." There is no mention of the impact on its surrounding districts, beneficial or detrimental and therefore very isolationist. It seems to be a de facto assumption that Oxford provides the jobs and the surrounding districts provide the labour which commutes into Oxford. It is more appropriate that future plans take a holistic view and consider the county as whole. It is vital that areas of employment and housing are located in close proximity to minimise commuting.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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|------------------|------------|---|--------|--|--|--|--|---|
| PR-C-0817 | 10/10/2017 | G | Davies | | | | | N |
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5665

Comments

Northern Gateway Project - The Northern Gateway project is ill conceived and should be located north of Kidlington (possibly near or the Oxford Airport area) to minimise commuting, congestion and pollution problems for the city of Oxford. A new village/small town just north of Kidlington, including housing and its own infrastructure and transport links to Oxford and beyond would be more appropriate. Current public transport to Oxford, which is excellent would only need to be extended. It would also be close enough to the Oxford Parkway rail station and the Park & Ride site (or have its own Park & Ride scheme), the M40 and London Oxford Airport, providing links further afield from Oxford. The current planned for the Northern Gateway project could then be used for housing?

Changes Sought

Reasons for Participation

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|------------------|------------|---------|---------------|--|--|--|--|--|
| PR-C-0819 | 10/10/2017 | J & C E | Lacey & Plant | | | | | |
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2239

Comments

Evidence now shows that the requirement figure is grossly over estimated: the plan should be reconsidered in the light of this and before destroying the Green Belt. Whilst the nature reserve south of Begbroke is to be welcomed to help with the wildlife corridor it is inadequate and proposed to be squeezed into a space barely 50 yards wide at the western end. It needs to be much bigger. The proposed building / hard standing to the south of Begbroke must not encroach onto the falling contours (lower contour heights) towards Rowell Brook. Otherwise the risk is that it places more pressure on the natural flood plain to the south of Rowell Brook. Any building or hard surface should remain at the TOP of the contour. The proposals for expanding the Nanotechnology centre should remain to the south of its existing boundary. Also the planting at the centre was established to obscure the new buildings and was established as a long term offering to the wildlife corridor; any further building to the north of this negates the reasons offered for its planting. The pressure on the A44 and surrounding roads would be intolerable if the proposals go ahead. In summary, the whole plan needs reviewing. It is not appropriate to leave it to developers to accommodate such important decisions such as flood plain measures.

Changes Sought

Reasons for Participation

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|------------------|------------|---------|-------|----------------------|---|---|---|---|
| PR-C-0820 | 10/10/2017 | Richard | House | Gladman Developments | Y | Y | N | Y |
|------------------|------------|---------|-------|----------------------|---|---|---|---|

5076

Comments

The Partial Review proposes to accommodate the 4,400 dwellings to meet Oxford's unmet need on seven large strategic sites immediately to the north of Oxford, six of which are adjacent to Kidlington and one of which adjoins Woodstock. * In so doing, the Council has rejected the options of locating development to meet Oxford's unmet housing need in other locations in Cherwell District. Spatially Cherwell is very closely linked to Oxford both in terms of transport connections and in travel to work patterns. Consequently it is not necessary that allocations to meet the needs of Oxford City are located in close proximity to the city. Paragraph 1.7 of the 2014 Oxfordshire SHMA (Summary of Key Findings in Housing Need) states that "The SHMA has defined Oxfordshire as the relevant housing market area...This reflects the flows of people moving home and commuting across local authority boundaries, as well as the economic influence of the City." It is clear therefore that the whole of the Oxfordshire HMA is an appropriate location for meeting Oxford's unmet housing need. It is also the case that the concentration of sites in Kidlington may lead to market saturation and the risk that a significant proportion of the 4,400 dwellings required are not delivered during the plan period. * The allocation of land south east of Woodstock for 410 dwellings is also inappropriate. West Oxfordshire Council in its Local Plan is already proposing the allocation of three sites for 670 dwellings in this village with a population of just 3,000. The growth of the village is constrained by the presence of the Blenheim Palace World Heritage site. * Whilst Gladman considers that large strategic sites have an important role to play in delivering the housing requirement, many of those proposed as allocations are dependent upon major infrastructure investment and consequently have longer lead in times. Housing delivery will as a consequence be concentrated towards the end of the plan period thus causing further delay in meeting Oxford's unmet housing need. The allocation of a portfolio of larger and smaller available and deliverable sites over a wider geographical area would ensure that the housing requirement is capable of being delivered as soon as possible. Such a strategy would also have the benefit of reducing the amount of land that is proposed to be removed from the Green Belt. * The Plan should identify a supply of specific deliverable sites sufficient to provide five years' worth of housing on adoption to ensure choice and competition in the market for land. The Council's housing trajectory purports to identify such a five year supply, however this is only achieved by the use of a staged housing requirement (see Section 6 below) which provides for a reduced housing requirement during the first five years of the plan. The trajectory is also extremely optimistic in its expectation of housing delivery with completions anticipated to commence on a number of sites in 2021. All of these sites (PR6a, PR7b, PR8 and PR9) will require the preparation of outline planning applications, submission, determination by the planning authority, Section 106 agreement, reserved matters applications, discharge of pre commencement conditions before development can commence. The delivery of housing on these sites in 2021 is therefore unlikely and Gladman contends that the Plan will not provide for a 5 year supply of housing on adoption and is therefore unsound. The evidence draws on the advice of the NPPF and the NPPG & SHMA.

Changes Sought

Reasons for Participation

Gladman requests that it is given the opportunity to discuss the significant objections contained within these representations at the Examination in Public. These issues and concerned are identified in table 1 of the attached representations.

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| PR-C-0823 | 10/10/2017 | Charles | Isles | | | | | N | Y |
|------------------|------------|---------|-------|--|--|--|--|---|---|

2251

Comments

Identity - The proposed development represents the end of Yarnton's village identity. It is hard to quantify on a balance sheet how highly the people who have chosen to make their home in Yarnton value this. Sprawl - Were the proposed development to go ahead it would seem inevitable that Oxford and Yarnton would ultimately sprawl into each other. Oxford's unmet need - The proposed development is presented as if it is the only solution to a fully defined problem. Oxford City Council seem to feel that providing for their own need is too difficult for them to deliver and that exporting the problem is the only solution. Transpo - The proposed development seems fairly unconcerned with how all the new residents of Yarnton will commute. Proposed bus lanes, for example, seem to imply that existing bridges will be significantly wider than they currently are, and would be interested to see if the proposed development's financial planning reflect that. How wrong would the assumptions made of the development's transport links to Oxford have to be before the end-to-end journey time into Oxford rose over an hour? Given how the slightest upset on the A34 affects the entire area currently, one imagines their assumptions would not have to be very wrong at all. Where would this leave us? Sitting in the middle of an unending suburbia. The houses Oxford had to have, only not enough to actually build them. Just on the edge of Oxford, but somehow an hour away.

Changes Sought

Reasons for Participation

Would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-0825 | 10/10/2017 | Fiona | Thomas | | | | | |
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2253

Comments

Extremely concerned at the council response, at the September meeting in Kidlington, to the concerns of local people over development proposals on local green belt. It seemed in all respects to be a weak, fatalistic response based on bureaucratic rule following and spineless capitulation to developers based on the depth of their pocket and the potential skill of their lawyers. It really is not good enough. Your master should be your service to your constituents not a lily livered shoulder shrug placing the fight that is required in the too difficult box.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | |
| 2260 | Comments | | | | | |
| The County Council supports the proposed submission document and its alignment with the Oxford Transport Strategy (OTS). It is a well-written, coherent plan which seeks to address Oxford's unmet housing need in a positive, justified and effective manner, consistent with national policy in the NPPF. The proposed allocation of sites within close proximity to Oxford offers excellent opportunities for making use of existing transport infrastructure and for enhancing sustainable links into Oxford. Whilst the proposed sites score highly in terms of sustainability, it should be recognised that there are high levels of traffic congestion in the southern Cherwell/North Oxford area; this is an existing issue which extends into neighbouring districts and which will worsen with the impact of the cumulative growth across the region. Any of Oxford's unmet housing needs located within Cherwell would have some impact on this area in order to access the city. The sites proposed by CDC score highly in terms of sustainability due to the opportunities for public transport, cycling and walking connectivity with the city, and would therefore have a lesser impact in transport terms. OCC will work collaboratively with CDC and Oxford City Council to maximise modal shift. In addition, work on identifying solutions to the highway capacity problems will require a wider collaborative approach and should therefore be considered through future planned strategic development that is likely to be progressed through the Growth Deal. OCC welcomes the proposed education provision within the plan but has reservations regarding the proposed location of the new secondary school at Begbroke. Although identified as a scheme in OxIS (Oxfordshire Infrastructure Strategy), OCC also has reservations about the proposal for a potential new rail station at Begbroke. These include issues with deliverability, site size and layout, impact on the wider rail network and on existing level crossings. | | | | | | |
| Changes Sought | | | | Reasons for Participation | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | |
| 5048 | Comments | | | | | |
| Early years provision - New primary schools will include early years provision; for larger developments, additional early education and childcare facilities may be required, and could be delivered through a suitable community centre building. Special educational needs provision - No specific comments are made about SEN provision, but additional capacity will be required across the county to meet population growth. | | | | | | |
| Changes Sought | | | | Reasons for Participation | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | Y |
| 5050 | Comments | | | | | |
| The site policy wording requiring "layout and design that encourages the sustainable and safe management of waste by individual households and by residents collectively..." is supported. The additional 4,400 dwellings will increase waste arising in the county and the demand for waste management infrastructure, including household waste recycling centres (HWRCs). The nearest HWRC to the proposed allocation sites is Redbridge HWRC to the south of Oxford which already experiences capacity issues. The County Council will explore these issues further through Part 2 of the Minerals and Waste Local Plan. | | | | | | |
| Changes Sought | | | | Reasons for Participation | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | |
| 5041 | Comments | | | | | |
| The education provision in the plan is supported. Detailed comments are set out below. Please note that the general comments on school site locations have not been informed by site conditions, levels, flooding information, location within the development etc. The exact location of any school cannot be finally agreed until appropriate site information is made available. All school sites will need to: i. be within flood zone 1- land having a less than 1 in 1,000 annual probability of flooding; ii. Have no rights of way crossing the sites; iii. Have no site features that might restrict the area or obstruct its development; iv. Be flat or be regraded to create a flat site within the area identified; v. have a maximum noise level on any school boundary of 50 dB Laeq,30min; vi. Be uncontaminated; vii. Be rectangular with a minimum road frontage of 130m for a primary and 200m for a secondary, have accesses at each end of the road frontage and on at least one of the other sides. | | | | | | |
| Changes Sought | | | | Reasons for Participation | | |
| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | Y |
| 5051 | Comments | | | | | |
| OCC strongly support the inclusion within the vision that development to meet Oxford's unmet housing need should "contribute to improving health and wellbeing" and that the 'golden threads' with 2015 Local Plan objectives to invest in social and physical infrastructure, address health inequalities and 'maximise' well-being and minimise pollution have been clearly made. In this context, we welcome the decision to focus development in 'Kidlington & Surrounding Area' (Option A) and 'North & East of Kidlington' (Option B) which will maximise the potential for sustainable and affordable transport and that recognise the relationship of existing communities to Oxford. Although we broadly support Policy PR4a, which seeks to "maximise the opportunity for affordable and sustainable transportation from development areas to Oxford's key employment areas, services and facilities", it is noted that schools are not mentioned. Similarly, although policies for North Oxford (PR6a Paras 6 and 12i), Begbroke (PR8 Para 35) and Yarnton (PR9 Paras 8c and 24) make reference to routes to and from schools, this is not the case for either Kidlington or Woodstock and in North Oxford the connections specified are only to wildlife habitats and nature trails. * To increase the likelihood of people knowing where services and amenities are located and trying activities that they might not have previously considered, we support policies that promote the multi-functional use of community facilities. | | | | | | |
| Changes Sought | | | | Reasons for Participation | | |
| To embed healthy behaviours from an early age & minimise exposure of vulnerable groups to traffic related hazards, we strongly recommend that the Partial Review consistently highlights the need for active travel & wheelchair routes that allow children and families to independently & safely walk & cycle to new or expanded schools. Dovetailing with the overall vision for maximising the potential for sustainable & affordable transport consideration could be given to promoting the development of safe walking, cycling & wheelchair corridors from peripheral carparks to new & expanded schools (& other amenities & services) that could be used for 'park & stride/cycle' initiatives. * Although section 5.141 recognises that infrastructure necessary to support planned developments must be provided in a timely manner, no specific reference is made the need for health promoting infrastructure, such as community facilities, walkways & cycle paths to be provided from the outset or as near to the start of the development process as possible. To maximise the behaviour change potential of new development, we strongly recommend that developers are required to provide health promoting infrastructure as soon as practicable possible. * Although the development & use of active travel routes is integral to the overall vision of sustainable development the Monitoring Framework in Appendix 5 does not set out how the use of such infrastructure will be monitored & evaluated. As traditional fixed pedestrian & cycle counting equipment is expensive & only provides single point tallies (rather than an overall picture of how & why people are moving around), we strongly recommend that the Partial Review seeks innovative new ways to measure & fund ongoing monitoring of pedestrian and cycle activity. | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | Y |
| 5052 | <p>Comments</p> <p>Access for Firefighting. Oxfordshire Fire & Rescue Service (OFRS) assumes that access to the proposed sites and to the premises will be in accordance with the guidance in the current edition of Approved Document B to the Building Regulations volumes 1 & 2.</p> <p>Changes Sought</p> <p>Water Supplies for Fire Fighting * We strongly recommend the provision of adequate and appropriate water supplies (fire hydrants) in accordance with the guidance in the current edition of Approved Document B to the Building Regulations volumes 1 & 2. we would also recommend that the development conforms to British Standards BS 9999:2008 (Code of practice for fire safety in the design, management and use of buildings – Section 23 Water supplies for fire and rescue service use - 23.2 Location and access to external water supply) & BS 9990 (Code of practice for non-automatic fire-fighting systems in buildings – Section 5, Private fire hydrants - 5.2 Provision and Siting). Automatic Water Suppression Systems - Oxfordshire Fire and Rescue Service also believe that fitting of Automatic Water Suppression Systems (AWSS) will materially assist in the protection of life, property and fire fighter safety. AWSS such as sprinklers and water mist systems do save lives; therefore OFRS strongly recommend the provision of such systems particularly in new build properties for the proposed sites.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0834 | | Linda & Keiron | Ward | | | | | |
| 2262 | <p>Comments</p> <p>Duplicate - has attached email letter from Councillor Barry Wood.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0837 | 05/10/2017 | Dr James | Jocelyn | | | | | N |
| 5680 | <p>Comments</p> <p>Please note that there should be at least a 'No Comment' option in section 3. No opinion and no ability to comment on the matter of legal and procedural compliance, thus it would be wrong to select either 'Yes' or 'No' in this case. In the case of compliance with the Duty to Cooperate, the answer would be 'Not Necessarily', as this is a matter of interpretation of the proper response to the Duty, which itself depends on a sound interpretation of the Evidence Base. Believe the latter to be lacking, would argue that the Duty to Cooperate cannot be usefully considered without first addressing the Soundness of the Plan and its underlying assumptions.</p> <p>Changes Sought</p> <p>The Plan can only be made Sound by addressing the issue of sustainability - and that means addressing the issue of housing affordability in a wider context than that of new construction. This approach would deliver thousands of unnecessary market homes to Cherwell - a result that flatly contradicts the guiding principle of sustainability in National Planning Policy. The Plan can only be made Sound by recognising the whole range of data in the Evidence Base and basing action upon a reasonable interpretation of that data, rather than cherry picking and misrepresenting data in the tendentious fashion of the Plan as currently presented. It must be noted that certain documents in the Evidence Base, notably the Sustainability Appraisal, are compromised by the fact they explicitly proceed from such tendentious misrepresentations.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0841 | 10/10/2017 | Catherine | Newman | | | | N | N |
| 2278 | <p>Comments</p> <p>Duty to co-operate is not a duty to agree”, per the National Planning Practice Guidance (6th March 2014). However it is evident from the video put up on the CDC website of the June 2017 CDC Executive Committee vote on the proposals that many voting members felt obliged to agree despite having voiced reservations. The video evidence of the vote attests to key members feeling coerced into approving the initial Plan which they voiced as doing begrudgingly. Positively Prepared By not showing worst/mean/best case scenarios within the consultation documents (e.g. the Transport Assessment) there is a clear bias in the proposals which is not addressing adequately their true impact. That is NOT being ‘positively prepared’ but is instead ‘misleading’. Justified- Justification is lacking across 3 key underpinning documents. The Strategic Housing Market Assessment (SHMA) uses outdated economic data that is now discredited post-Brexit. It has grossed up 40%+ the housing need (para 3.39) to cater for an economic growth which is no longer reasonable or defensible according to IMF, HM Treasury and Office for Budget Responsibility data post-Brexit. The National Planning Policy Framework (NPPF) has been abused. The proposals couldn’t be further from the NPPF principles of para 80 regarding the Green Belt and there is insufficient justification to cite the “very special circumstances” warranted per para 34 of the National Planning Practice Guidance for such scale of development on the Green Belt. In fact Cherwell’s Local Plan, approved in 2015, Part 1 adopted 20th July 2015 states that development within the green belt will only be permitted if it maintains the green belt’s openness and does not conflict with the purposes of the Green Belt or harm its visual amenities. Proposals for residential development will also be assessed against Policies Villages 1 and Villages 3.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0841 | 10/10/2017 | Catherine | Newman | | | | N | N |
| 5691 | <p>Comments</p> <p>Oxford City should use its own brownfield sites, or other green belt ones which are located closer to employment areas: Headington and Cowley are two areas which employ more people than the City Centre. All of the Northern Gateway should be used for housing, there is no need for industry on the site. They could also build taller buildings with apartments. All of these houses should also be actual affordable homes for people who work in Oxford, not sky high “affordable homes” which only people moving from and commuting to London can afford.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | | Y |
| 5544 | Comments | | | | | | | |
| The Tripartite supports Cherwell District Council's ('CDC's' or 'the Council's') spatial strategy for North Oxford, Kidlington and the A44 Corridor. The Tripartite also supports the overall approach taken to the Partial Review of the Local Plan Part 1 and consider it to be a justified and positive step towards helping to meet Oxford's unmet housing needs (working assumption being around 15,000 homes). The general content of the Plan is also supported by the Tripartite. However, the Tripartite has a number of comments and recommendations for making the Plan more effective, justified and consistent with national policy, which have emerged from its own site investigations, assessments and understanding of the requirements of the proposed development of a new urban neighbourhood at Begbroke. This includes greater understanding through more detailed master planning and design work, examination of the transport implications, analysis of education needs, growth of the Begbroke Science Park and its, the University's and associated housing need. The proposed changes requested and set out in these representations are limited in their nature, scale and extent but would ensure the Plan remains 'effective', 'justified' and 'consistent with National Policy'. They are required to reinforce the overall general soundness of the Plan, which is a vital component in meeting the objectively-assessed development requirements of Oxford, supporting economic growth, providing associated infrastructure, improving transport connections and meeting sustainability objectives. It is in this context that these representations are submitted by the Tripartite. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan. | | | | |
| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y |
| 5596 | Comments | | | | | | | |
| "The strategic case for expansion of Begbroke Science Park" - Extract from Executive Summary - "The interface between academic research and its application and exploitation takes many forms. For nearly two decades, the University of Oxford's Begbroke Science Park has been home to a wide range of activities in this sphere, playing a vital role in the University's 'impact' strategy and the wider economy. Central to its success is the co-location of different stakeholders and activities within an integrated campus, which offers benefits not found in wholly commercial science or business parks. With the launch of a new Government Industrial Strategy, which plays to regional strengths, a step change in the exploitation of academic research, supported by Oxford Sciences Innovation, and maturing links with key overseas partners, the period through to 2031 offers major new opportunities for the region and the wider UK. This is supported by the National Infrastructure Commission's (NIC) work on the Cambridge-Milton Keynes-Oxford Corridor, which has identified an opportunity to develop a series of successful but distinct places into a major economic corridor that delivers substantial benefits to the UK as a whole. To capitalise on these opportunities – and realise the potential for new jobs, inward investment and economic growth – expansion of Begbroke Science Park beyond its current boundary is essential. Currently, the site is sub-optimal in size and at full capacity. Growth will enable agile responses by the University and region to new (often time-limited) opportunities; and, through a scale-up of activity and symbiotic links, will create a vibrant innovation community that will form a key part of the Cambridge – MK – Oxford corridor." | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan. | | | | |
| PR-C-0845 | 10/10/2017 | Christine | Cook | | | | N | Y |
| 2282 | Comments | | | | | | | |
| Development is not appropriate given the size of the villages of Yarnton and Begbroke and will mean that we be merged with Kidlington to form a large conurbation of housing. We will lose our historic village identities because of the density of the proposed housing development. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector. | | | | |
| PR-C-0845 | 10/10/2017 | Christine | Cook | | | | N | Y |
| 5694 | Comments | | | | | | | |
| Flooding - There is a continual problem in Cassington Road. Understand that they have to dredge for months along that road since the new estate there was built so why are we building more houses and creating more issues like that? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector. | | | | |
| PR-C-0849 | 10/10/2017 | Peter | Erivona | Gleam Investments Ltd | | | | |
| 2290 | Comments | | | | | | | |
| Letter and brochure promoting a circa 90 acre site between Wendlebury and Merton for a 5* farmland resort. Details provided in representation. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | | | | | |
| PR-C-0850 | 10/10/2017 | Colin | Homans | | | | N | |
| 2295 | Comments | | | | | | | |
| The Green Belt is a vital resource for future generations and must not be squandered by this generation. Planners should plan development and housing, ensuring the Green Belt is protected. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
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Proposed Submission Plan - General Comments

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| PR-C-0850 | 10/10/2017 | Colin | Homans | | | | | N |
| 2292 | Comments | | | | | | | |
| Object to the plan to build 4,400 houses in the area local to North Oxford and the villages of Kidlington, Yarnton and Begbroke to meet Oxfords unmet housing needs. Believe the case has not been made for such as a large development which will be detrimental to the quality of life enjoyed by existing residents in the area. No proper explanation for the number of houses required by Oxford has been given. Have all brownfield sites been fully examined and what housing numbers have been allocated to these areas? What housing numbers have been allocated to greenfield sites in Oxford City, South Oxfordshire, Vale of White Horse and West Oxfordshire? Why has there been no mention of affordable housing or reserving some housing for local first time buyers who are usually outbid as a result of high prices and high market demand. When the UK leaves the EU net immigration level to the UK should be below the present levels of 350,000 per year. Has this future reduction in immigration been taken into account? Why have plans for extra employment sites such as the Northern Gateway and other Scientific and Industrial Parks been advanced if such major housing requirements are unmet? Planning new jobs around Oxford will draw in new workers from outside and further increase housing shortages. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0850 | 10/10/2017 | Colin | Homans | | | | | N |
| 5702 | Comments | | | | | | | |
| 4,400 extra houses will also need significant extra supporting facilities such as schools, GP surgeries, dentists, etc. These facilities are all in short supply at present and will require extra land to be allocated. The proposal will represent a huge change almost doubling the existing size of the village of Kidlington. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0851 | 10/10/2017 | Margaret | Homans | | | | | N |
| 2300 | Comments | | | | | | | |
| We must save the Green belt for the future. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0852 | 10/10/2017 | D | Homans | | | | | N |
| 2305 | Comments | | | | | | | |
| The Green belt is the lungs of our community and must be saved. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0854 | 10/10/2017 | Paul | Thomas | | | | | N |
| 2307 | Comments | | | | | | | |
| Very unhappy with the proposals to build so many houses North of the City of Oxford. Read the CPRE's response to this and totally concur with it. It will be a sad day if resident's interests are trampled underfoot while the developers run amok in our countryside. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0856 | 10/10/2017 | Anne | Clifton | | | | | N |
| 2317 | Comments | | | | | | | |
| To lose the Green Belt will be a tragedy and so would changing Oxford from an delightful University city into something larger, busier and characterless. The country doesn't need more houses - it needs fewer people! The country is overpopulated as it is. Please don't allow these houses to be build. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Would it be possible to invest the money in buying up a brown field site somewhere and cleaning it up, so that houses could be built there? | | | | | | | | |
| PR-C-0857 | 10/10/2017 | Elaine | Oke | | | | | N |
| 2322 | Comments | | | | | | | |
| These plans will have an permanent, negative impact on local people, communities and the environment and will only contribute to the traffic pollution and worse standard of life for existing inhabitants. Green belts must be preserved. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0858 | 10/10/2017 | Katherine | Andrews | | | | | N |
| 2327 | Comments | | | | | | | |
| Very concerned that additional housing on this scale will put a severe strain on our traffic problems during commuter times. Local amenities are already stretched, like doctors, schools and libraries. Strongly believes that Green Belt should remain protected. It protect the rural landscape surrounding Oxford and is important for making sure Oxford doesn't become overdeveloped. Enjoyed by local residents. Important for wildlife and parts can serve as a flood plain. Very concerned about the calculations that were done to come up with 4400 houses - they have been widely criticised. Layla Moran MP said a currant government consultation would probably half the number of homes, councils have to build - let's wait for this. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0859 | 10/10/2017 | S | Wentzel | | | | | N |
| 2332 | Comments | | | | | | | |
| Oxford's road infrastructure is already saturated! Traffic in Oxford is bad. The pollution is getting worse. By building more and more houses, they're spoiling the beauty and quality of living in Oxford. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0860 | 10/10/2017 | Daphne | Hampson | | | | | N |
| 2337 | Comments | | | | | | | |
| People live here because they want to live away from the big city and it is not fair to make it a different kind of place than it is. Oxford should build decent high rise accommodation, then we can preserve the beauty of the countryside as it is. Kidlington people have been QUITE CLEAR, they don't want this extra housing. Oxford has no right to force this on us. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0861 | 10/10/2017 | | Walker | | | | | N |
| 2342 | Comments | | | | | | | |
| Irresponsible to approve these plans as there is no sufficient infrastructure for such a vast number of houses. It would also be removing flood plains, which will cause wider problems in the community. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0865 | 02/10/2017 | P M | Vandermin | | | | | |
| 2351 | Comments | | | | | | | |
| Object to your proposals to build 4,400 new houses north of Oxford. The 4,400 homes is not an appropriate requirement. This is unsustainable. It would make traffic problems much worse. Schools and health services would be overstretched. Open country side in the green belt will be sacrificed, countryside walks and views lost forever. Natural habitats of great local importance would be destroyed. Oxford City's 'unmet need' is unproven and the extra housing figures are unrealistically high and Cherwell should challenge them. Object strongly to areas of search which involve development in the Oxford Green Belt. The Green Belt is much appreciated and enjoyed by large numbers of local residents. It helps to protect the historic city of Oxford from over development. understand that Green Belt is a permanent designation. The Government's promise, and Cherwell's policy, to protect the Green Belt should be upheld. Areas of search which involve building on Green Belt are not reasonable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0867 | 20/09/2017 | Dr J R | Maddicott | | | | | N |
| 454 | Comments | | | | | | | |
| All the land is GB and the Council has a duty to maintain Government policy on this. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0867 | 20/09/2017 | Dr J R | Maddicott | | | | | N |
| 458 | Comments | | | | | | | |
| There is no indication of how the necessary infrastructure will be funded and assumes developer/government funding. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0867 | 20/09/2017 | Dr J R | Maddicott | | | | | N |
| 453 | Comments | | | | | | | |
| Objection to the plan to build 4,400 houses as the proposal is unsound and unjustified | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0867 | 20/09/2017 | Dr J R | Maddicott | | | | | N |
| 456 | Comments | | | | | | | |
| The need for 4,400 houses has not been proven and is based on the SHMA calculation of the county's need for 100,000 new houses, with the reasoning and calculations behind both figures have not been revealed. SHMA figures rest largely on input from developers, who have a vested interest. Any planning inquiry should demand to see the calculations behind these figures. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0867 | 20/09/2017 | Dr J R | Maddicott | | | | | N |
| 459 | Comments | | | | | | | |
| The plan will not help 'Oxford's Unmet Housing Need' as the housing as it is unlikely that any large portion of it will be 'affordable - on the new Barton estate the estimated market price for a one-bedroom flat is £300,000. It will likely go to London commuters. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0867 | 20/09/2017 | Dr J R | Maddicott | | | | | N |
|------------------|------------|--------|-----------|--|--|--|--|---|

457
Comments

The plan is environmentally unsound as it will greatly increase traffic volume and congestion on the roads into Oxford from the north, resulting in greater noise and air pollution.

Changes Sought

Reasons for Participation

| | | | | | | | | |
|------------------|------------|--------|-----------|--|--|--|--|---|
| PR-C-0867 | 20/09/2017 | Dr J R | Maddicott | | | | | N |
|------------------|------------|--------|-----------|--|--|--|--|---|

455
Comments

There will not be any open land between Oxford suburbs and Kidlington, with the two areas merging into a sprawl of modern housing.

Changes Sought

Reasons for Participation

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| PR-C-0871 | 03/10/2017 | Susan | Ganter | | | | | |
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2363
Comments

Within a green belt approval was not to be given except in very special circumstances. Although Cherwell District Council considers that there are very special circumstances and this land should be provided for housing this is not convincing. If the City Council want to use vacant land within their boundaries for business and commercial use rather than housing purposes it is very convenient for the owners of such agricultural land in the outlying villages. Oxford's 'Unmet needs' are substantially overstated. The amount of 'needs' that are unmet is not identified. If these proposals do go ahead then Begbroke, Kidlington and Yarnton will become suburbs of the City of Oxford. Increasing the size of these villages is obscene. Little realistic thought has been given to the possible increase of traffic on the A44, the problems of flooding and noise from the airport which has always been a nuisance. Flooding has always been a problem both in Begbroke and in Yarnton. With more land under concrete this will be increased. The land proposed for development is within the circuit of the airport. Constant complaints about aircraft noise and the dangers of accidents. Aircraft using the Oxford/London airport are larger and noisier than in the days of the flying school. The suggestion of a bus lane on the A44 is farcical. There is not room to incorporate in especially at pinch points. A train station at Begbroke is a purely fanciful idea and is not likely to happen. To cut traffic from Sandy Lane will mean that all traffic from this area will have to use Langford Lane or go up to the Frieze Farm roundabout. Once the countryside has gone it will never return.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------|--|--|--|--|---|
| PR-C-0872 | 03/10/2017 | David | Phipps | | | | | N |
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2364
Comments

Strongly object to the above plan to build on Green Belt land. Green Belt is a government policy to provide permanent protection against urban sprawl and the need to build on this land is unproven. The proposal would create a vast sprawl merging three quite separate communities before joining them with Oxford City. Oxford is a small city and its historic charm would be harmed if it is allowed to sprawl out and encompass three other quite different communities on its northern side. Oxford's unmet housing need has been vastly overstated and Oxford would be capable of meeting all its needs by switching land earmarked for business to housing needs. Any new High-Tec business could be located where very large numbers of houses have already been allocated on the basis that such jobs would be provided. (i.e.. Bicester). A mature golf course and very precious open country-side should not be sacrificed in this way. With a railway line very close by there is a very real risk of simply attracting many London employed people to commute from the Golf Course development and therefore not contributing to the so called Oxford housing need. No adequate local transport plans proposed to cope with the vast increase in traffic and congestion that this proposal would create.

Changes Sought

Reasons for Participation

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|------------------|------------|-----|-------|--|--|--|--|---|
| PR-C-0879 | 05/10/2017 | W E | Crane | | | | | N |
|------------------|------------|-----|-------|--|--|--|--|---|

2379
Comments

Enough land in Oxford which could be used for houses instead of businesses. Therefore no valid reason to use Green Belt land, because there is other land available. The Green belt (GB) preserves open spaces that are much appreciated by local residents, protects both the historic City of Oxford from over development and neighbouring villages from coalescence. Government guidance says that GB is an permanent designation and that unmet housing need is not a reason for building on the GB. Particular disappointed that you do not intend to put the plan on hold while the government's new calculations for housing targets come into force. The plan has not properly addressed the questions of infrastructure costs and the implications for traffic and public services.

Changes Sought

Reasons for Participation

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| PR-C-0880 | 05/10/2017 | Tine | Stolland | | | | | |
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2380
Comments

Protest about the proposal to build 2500 houses around Begbroke and Yarnton on Green Belt (GB) land. This would damage our rural environment! Extremely concerned about flooding. When there is heavy rain there is often flooding in the Paddocks where it joins with Rutter Lane. There are already traffic problems on the dual carriageway going into Oxford - starting at Woodstock & continue all the way into Oxford, mornings and evenings. Should not be building here for Oxford City. Such a development would be a breath-taking violation of the founding principles behind our GB, destroying habitat for wildlife.

Changes Sought

Reasons for Participation

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| PR-C-0881 | 05/10/2017 | Mrs Ann | Crane | | | | | N |
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2381
Comments

Object to the plan to build 4400 houses on Green Belt (GB) land around Kidlington, Begbroke and Yarnton. First objection: the number of houses for Oxford overspill, is an unjustified number, based on over-estimated growth. The new Government plans to simplify how housing targets are calculated, are likely to slash Oxford's numbers. Oxford is capable of accommodating most of its housing need by switching land earmarked for business to housing. Oxford must sort out its own problems. In this case the plans to build on GB is not justified. There is other land. Losing the GB would mean loss for ever, of habitats, green spaces and quality of life for future generations as well as ours. Second objection: lack of any positive, costed infrastructure plans for an area of housing that will double the population. There are no plans to improve the existing road networks to alleviate the problems of the massive amount of new traffic. As well as that on public services, already overstretched, will be unable to cope. Finally: Dismayed that there is no real obligation as to how many of these houses will be affordable, nor is the any mention of social housing. What is planned is a huge, urban sprawl in the GB, to serve commutes to Oxford and to London form the new Railway.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-0884 | 06/10/2017 | Professor R E | Moon | | |
| 2384 | Comments | | | | |
| Request that you review the decision to allocate green belt land to the north of Oxford for housing. Do not think it 'demonstrates very special circumstances' that would necessitate such a breach of the green belt. In particular: • this would significantly increase air pollution in an already polluted part of the county (objection to policy PR12a)• the proposals ride roughshod over the purposes of the green belt, in particular the amenity provided for the health of the community. North Oxford Golf course, for example, has hundreds of members and thousands of other users; the alternative provision suggested is derisory (objection to policy PR6b and PR3).• the view expressed in CLPPR that meeting the City housing target represents 'exceptional' circumstances is not substantiated and not explained in para 5.17 . The proposal, if implemented, would create an urban sprawl through the green belt. The proximity of Oxford Parkway station will, with certainty, create an enclave of commuter houses rather than meeting Oxford city housing needs. The uncertainty about the Oxford city housing need is a further reason for withdrawing these proposals. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0888 | 10/10/2017 | Dr & Mrs P | Robson | | |
| 2390 | Comments | | | | |
| Object to such a huge development on Green Belt. Whilst understanding the need for some housing, it is far too big and will have a disproportionate negative effect on a lovely area - virtually joining Kidlington with Oxford. Why don't the Council ever listen to what the people they represent want? | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0892 | 10/10/2017 | Brian | Dempster | | N |
| 2401 | Comments | | | | |
| For all these reasons considers the policy to be. • Unsound• Not properly prepared• Not justified• Not effective in delivering a viable living space in the North Oxford Corridor. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0896 | 10/10/2017 | N | Simpson | | |
| 2414 | Comments | | | | |
| Building on the flood plain around Kidlington will raise the treat of future flooding in parts of the village. More erratic weather conditions coupled with less land for the water to go into, will bound to lead to more frequent floods. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0897 | 10/10/2017 | Mary | Phipps | | N |
| 2415 | Comments | | | | |
| Strongly object to building on Green Belt land. Green Belt is a government policy to provide permanent protection against urban sprawl and the need to build on this land is unproven. The proposal would create a vast sprawl merging three quite separate communities before joining them with Oxford City. Oxford is a small city and its historic charm would be harmed if it is allowed to sprawl out and encompass three other quite different communities on its northern side. Oxford's unmet housing need has been vastly overstated and Oxford would be capable of meeting all its needs by switching land earmarked for business to housing needs. Any new High-Tec business could be located where very large numbers of houses have already been allocated on the basis that such jobs would be provided. (i.e. Bicester). A mature golf course and very precious open country-side should not be sacrificed in this way. With a railway line very close by there is a very real risk of simply attracting many London employed people to commute from the Golf Course development and therefore not contributing to the so called Oxford housing need. There are certainly no adequate local transport plans proposed to cope with the vast increase in traffic and congestion that this proposal would create. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0899 | 10/10/2017 | Prof John | Morris | | N |
| 2421 | Comments | | | | |
| Consider that the proposed submission plan is both unjustified and unsustainable - trust that Cherwell District Council will realise what a detrimental impact this large quantity of new housing will have both on the quality of life of those who already live here and on the environment in general and will no longer support this plan. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0900 | 10/10/2017 | Kieran | Brooks | | N |
| 2427 | Comments | | | | |
| I am disappointed in the overall process surrounding the development of the planning proposals for the GB areas North of Oxford. Their progress was undertaken in a way which appears was intended to avoid discussion & debate until matters were well under way. Behind the veil of bureaucratic process it is perhaps easier to shield the proposals from visibility to those they are most likely to affect. It is frustrating that CDC, knowing perhaps that their selected 'solution' (conveniently redesigning the Green Belt) was going to be controversial & opposed, chose not to engage in a more open dialogue beyond the minimum required under the law. Overall I consider the Submission Plan to be unsound, not justified, not effective and not positively prepared. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0900 | 10/10/2017 | Kieran | Brooks | | N |
| 2426 | Comments | | | | |
| Object to the complexity of the consultation process & it's timing over the school holidays. The council has not given members of the public a fair opportunity to read & understand the proposals & make their views known. The information provided has been inadequate & when documents were made available they were appallingly presented in Kidlington Public Library, piled on a shelf amongst other books & papers, unlabelled & with no signage to direct the public to their location. I had ask their whereabouts from library staff. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - General Comments

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| PR-C-0901 | 10/10/2017 | Mrs Cynthia | Klobucki | | | | |
| 2428 | Comments | | | | | | |
| Objects to building on Green Belt for these reasons; 1. Building will devour Kidlington as a village. 2. We will lose countryside & nature, valuable to future generations to enjoy. Important to not become a concrete jungle. 3. Traffic congestion, already bad, will increase. It has taken 1 hr to get to Summertown roundabout. 4. Schools, GP will not cope with extra volume. Valuable land along the canal to Yarnton has a development of houses that are not 'affordable homes'. How will the pathway between Kidlington and Oxford be made safer for walkers/cyclists? It is dangerous crossing the road from Garden City to the other side of the roundabout. You have to go onto the road to see if anything is coming. Dangerous as cars are driving fast and looking left and not seeing people crossing the road. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0902 | 14/08/2017 | Mrs Elizabeth C | Mills | | | | N |
| 2433 | Comments | | | | | | |
| Already impossible to get a GP appointment in less than one month, by which time one's condition is much worse. Buses are already overcrowded at peak times. It will be impossible to find a parking place in parking areas. The roads are already congested and dangerous. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0903 | 14/08/2017 | HF | Way | | | | N |
| 2438 | Comments | | | | | | |
| By building more houses, you are encouraging a growth in population of the already overcrowded Island. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0904 | 12/08/2017 | Michael | Cavey | | | | N |
| 2443 | Comments | | | | | | |
| Consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; don't agree. don't want them. Will say NO all the time. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0905 | 22/08/2017 | David | Elvidge | | | | N |
| 2448 | Comments | | | | | | |
| When Blenheim Estate proposed development including land owned by CDC, CDC said they had no need to build more homes. Why the change now? Let Oxford City find space on their Science Parks! | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0906 | 07/08/2017 | Patricia Ann | Heath | | | | N |
| 2453 | Comments | | | | | | |
| Green space is IMPORTANT. Don't want Oxford overflow housing. No costs shown! CRAFTY timing too! Regularly walk in the fields around Kidlington/Yarnton. It would be a DISASTER if they were built on. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0907 | 11/08/2017 | David G | Hitchens | | | | N |
| 2458 | Comments | | | | | | |
| Objects strongly to building all these houses on and around Kidlington. Doctor surgeries already struggle so how long will it take with the new people in these houses to arrange to see a doctor? At the local council office, Exeter Hall you can't talk to anybody without an appointment. It will be impossible with more people trying to use the system. Where will all their children go to school? Classes are already overcrowded. Traffic through Kidlington will grind to a stop. It's already bad. The shops will have bigger queues than already. Enjoy walking in the Green Belt and that would stop. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0908 | 11/08/2017 | Susan H | Booker | | | | N |
| 2463 | Comments | | | | | | |
| Considers that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; It is too many houses. Kidlington is already overcrowded. Some times of day it takes almost 10 mins to get out of my road. GP's are over stretched. Getting to see one is hit & miss. Instead of this plan, use up empty spaces i.e. old unused shops & offices. Turning them into lovely homes for less cost to the GB, bringing life back into un-used places where people want to live. GREEN BELT IS TO MAKE LIFE BETTER, FOR WILDLIFE, NOT BUILT ON. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0909 | 11/08/2017 | Mrs A P | Aust | | | | N |
| 2468 | Comments | | | | | | |
| Considers that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; Thoroughly supports all the objections on the card to PR1a, PR3, PR11 & unreasonable consultation process. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - General Comments

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| PR-C-0910 | 08/08/2017 | J E | Cox | | | | | N |
| 2473 | Comments | | | | | | | |
| <p>Considers that the proposed submission plan is unsound, not positively prepared, not justified and not effective. What thought has been given to Kidlington shops parking now that we are losing the Co-Op parking? Current parking regulations are not enforced & residents are constantly finding obstructions at their properties. This can only get worse with more houses! A proposed rail station at Sandy Lane, plus parking? Has the water table been checked? At the moment a 3 week wait for a GP appointment! The lack of thought does not hold up. CDC are being bullied by the City. For gods sake show backbone!</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0911 | 10/10/2017 | Mrs D | Harrys | | | | | N |
| 2478 | Comments | | | | | | | |
| <p>Can't understand why they have to build on Green Belt in this area. There is not enough parking places for house owners now. You wait weeks to get an appointment to see your OWN GP. They are so busy treating so many emergencies. They say affordable houses but what do they mean by affordable? The one's being built in Oxford are over priced! What about the roads? There is always traffic jams. It takes ages to get to GP's, schools etc. with engines running, giving out pollution 24 hrs. Like to walk in parks but would be breathing in this awful air, especially in warm conditions.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0912 | 08/08/2017 | Michael | Sims | | | | | N |
| 2483 | Comments | | | | | | | |
| <p>Objects to any building on the east of Oxford Rd (A4260). The area is already overcrowded with infill, overcrowded roads, lack of parking, flood risk and overstretched services. Building on any Green Belt land is unacceptable.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0914 | 07/08/2017 | Moya | Hermon | | | | | N |
| 2493 | Comments | | | | | | | |
| <p>Seen the effects of continuous urban sprawl in Melbourne, Australia where many miles of unbroken housing and development have led to enormous traffic congestion and pollution and this proposed submission will lead to similar problems, apart from the lack of other infrastructure that would be needed. Don't believe there is money available or motivation to handle the scheme. Once the Green Belt 'lung' is gone, it's gone for ever.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0915 | 06/08/2017 | Fred Paul | Brightmore | | | | | N |
| 2498 | Comments | | | | | | | |
| <p>A few logic questions. 1. Supply of services? 2. Can we afford to maintain roads to these houses? 3. Electrical generation costs? 4. Gas supply? 5. Water and Sewerage costs? 6. Major problem, traffic leaving areas, as this is a commuting area, only a small number of persons work locally. 7. Policing, very poor now and NHS, Doctors. It seems the only way out if we do need these houses, is build a new town. 8. Has anybody studied population rise = rise in crime, & volume of traffic, we can't cope now!</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0916 | 07/08/2017 | Mrs Patricia | Watson | | | | | N |
| 2503 | Comments | | | | | | | |
| <p>It is totally wrong to build on Green Belt. Once it's built on, it is lost forever. We will lose not only the countryside and delightful walks, but also the loss of habitat and wildlife. Have to wait 3-4 weeks for an appointment to see a GP. How much worse will it be if CDC allow the population to increase.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0917 | 07/08/2017 | Keith | Watson | | | | | N |
| 2508 | Comments | | | | | | | |
| <p>Believe this plan is a disaster in the making. In a village with congestion problems and a doctors surgery that require 3 weeks notice to get an appointment, an increase in population is ridiculous. It is appalling that permission is also being sought to develop and spoil beautiful areas of countryside and destroy some of the nicest walks available to residents to enjoy. Furthermore, believe the application approach has been handled in an underhand way, totally unfair and without consideration for residents.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0918 | 10/10/2017 | Kelly | Balliu | | | | | N |
| 2513 | Comments | | | | | | | |
| <p>Objects to planned construction on Green Belt. It would be unjustified to decimate our countryside. It will affect the older and younger generations and negatively impact our unborn children. They will never be able to explore what once was. It is only fair to enable the public to have their say on the matter before final decisions are taken.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0919 | 07/08/2017 | Kevin & Natalie | Brownsill | | | | | N |
| 2518 | Comments | | | | | | | |
| Often find even currently that doctors, schools and key services are stretched here. Only 1 community officer and rarely seen! The high street traffic can be chaos. Don't see how you can add more cars into the mix. In the village centre the current Co-Op development is threatening parking and services. Adding all these houses without proper facilities will affect all of our living conditions. A % age of houses should be handed out to each surrounding village around Oxford to allow locals a chance to buy where they grew up and stop the strain on services/pressure of traffic. A by-pass or similar additional route into Oxford MUST be sought. We can't handle more traffic through the village (traffic speeds are already a concern). The lack of shops and facilities then drives everyone to visit other places to shop. The traffic onto the A34 and ring road are stressed enough without an increase in pressure from Kidlington residents. IT IS NOT ACCEPTABLE. FIND A METHOD TO SPREAD IT ACROSS ALL OF OXFORD! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0921 | 14/08/2017 | Ursula | Dawson | | | | | N |
| 2528 | Comments | | | | | | | |
| Object to PR1a, PR3, PR11, plus unreasonable consultation process. Object to CDC failing to commission and examine an environmental report. It is NOT good enough to leave it to contractors. Strongly Object to CDC not representing the people of Cherwell and choosing to give into pressure from Oxford. Not acceptable. On your website you have 4 priorities; 1. Sound budgets & customer focussed council. You are ignoring the customer. 2. Thriving communities. You are intending to smash the community to pieces. 3. District of Opportunities. Letting Oxford City Council pressure you makes this a ridiculous statement. 4. Safe, clean and green. You are proposing lots of traffic, fumes, getting rid of Green Belt. Why are you proposing to do the opposite of what you state on you website are your priorities? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0922 | 10/08/2017 | C R | Masters | | | | | N |
| 2533 | Comments | | | | | | | |
| It is just too much development in the area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0923 | 09/08/2017 | David | Barber | | | | | N |
| 2538 | Comments | | | | | | | |
| The infrastructure support for the proposals is ridiculous. Traffic, schooling over 11 year olds. GH School won't be able to cope. The health service provisions currently under stress would worsen. Visits to GP's becoming harder to obtain. The loss of Green Belt in our area will be catastrophic for wildlife. Journeys into Oxford, already taking up to 1 hr, will lengthen. People from the area will take their business elsewhere instead of Oxford. Local traffic in rush hour will worsen. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0924 | 07/08/2017 | Mr & Mrs M J | Brown | | | | | N |
| 2543 | Comments | | | | | | | |
| Parts of Kidlington are prone to flooding. Have you considered this? Green Belt is exactly that. Not for building on. Its for the locals to enjoy & a safe habitat for wildlife. 4000 houses will mean at least 8000 cars. Our roads are already gridlocked. We don't need more cars and the air pollution they will bring. You have no intention of providing much affordable housing for our local people. Selling to commuters from London/Birmingham is more lucrative to you. Schools and medical centres are bursting at the seams already. You don't seem to be addressing this. Or improved roads. Already overcrowded so, NO NO NO to your proposals. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0925 | 08/08/2017 | Mrs S M | Atkins | | | | | N |
| 2548 | Comments | | | | | | | |
| Increase in traffic. Shortage of GP's and Surgeries. Water rationing?? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0926 | 10/10/2017 | M C | Makepeace | | | | | N |
| 2553 | Comments | | | | | | | |
| CDC should have presented their case 'in person', rather than proposals without firm foundations. Unless CDC is prepared to be 'honest', rather than follow Govt. politics etc. it cannot be considered to have integrity. It is the people who should decide. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0927 | 07/08/2017 | Moira | Robinson | | | | | N |
| 2558 | Comments | | | | | | | |
| The air (O2) quality around Oxford and its environs is appalling. Many people have persistent coughs due to this problem. How is the NHS going to cope into the future? If Oxford has money to spare for unnecessary houses, how about putting a road between the A40 and the JRH? Giving people on the current route to the JRH some cleaner air. That's my major concern. There is also the problem with sewer pipes etc. Pollution, overcrowded schools, shortage of GP's and the ground between Kidlington and Yarnton is a flood plain - more problems! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0928 | 07/08/2017 | Michael C | Warmington | | | | | N |
| 2563 | Comments | | | | | | | |
| Reference to a public exhibition. Roads around Oxford need improving, in N Oxford in particular. Costly suggestion - build a road from Marston fly over on the A40, run the roads across fields and join up Kidlington roundabout. Build a link from Frieze Way roundabout to link up with the A40. This would alleviate traffic through Banbury Rd and Wolvercote roundabouts, assisting the flow from Woodstock, Kidlington into Oxford City itself. Currently at peak times there is gridlock. With 4,400 new homes even with only one car driver, no-one will be able to move. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0929 | 18/08/2017 | P | Newman | | | | | N |
| 2568 | Comments | | | | | | | |
| Insufficient time to consult local people. The consultation was over the summer holidays whilst many people were away. Unable to attend the local displays for proposed plans as the times/dates were very short. Concerned some of the sites may cause increased flooding to houses and increased air pollution, higher than national safety levels. There is no evidence on managing traffic congestion and the increase on local facilities (schools, GP's). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0930 | 02/08/2017 | Michael | Pollard | | | | | N |
| 2573 | Comments | | | | | | | |
| Oxford should not encroach on Kidlington. They should use their own land to solve the housing problem. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0931 | 08/08/2017 | Mr & Mrs D G | Nash | | | | | N |
| 2578 | Comments | | | | | | | |
| These proposals have obviously not been thought out. Where's the money going to come from for GP surgeries, schools, road improvement, shops, new bus routes etc.? Also, the environment will be irreparably damaged. We will lose our countryside! Traffic congestion is bad enough now, let alone the massive disruption and damage during construction. The housing will not be 'affordable', as soon as it's built, prices will go up to Oxford prices, therefore unaffordable. So who will buy them? We will lose our identities as villages and communities and will become a massive suburban sprawl. Suggest you reconsider and leave the countryside alone! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0932 | 08/08/2017 | W L H | Horlick | | | | | N |
| 2583 | Comments | | | | | | | |
| Oppose the volume of building in Kidlington, Yarnton and Begbroke. Not enough thought/consultation has been brought to the table. 1. National statistics show most households have 2+cars. Where are 8,000+ cars going to park? 2. Cut the house build by 50% and follow Colchester Council's example, NOT to build houses on postage stamp size plots with large car sized garages and space for 1 car in front of it. This way 'no parking 24/7' would stop commuters parking in the street to catch buses into town. In the build plan there should be a clause stating garages must not be converted into bedsits thus turning them into HMO's like many are doing in Kidlington. 3. With London (Oxford) Airport ramping up it's business with larger aircraft & more flights, who will want to buy a house in the flight path? Can see this as a buy to let for the better off. In turn creating more problems down the line with HMO's and rents that families can't afford at a later date and eventually become homeless. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0933 | 11/08/2017 | Clodagh | Jakuborin | | | | | N |
| 2588 | Comments | | | | | | | |
| Very concerned about the plans, over populating the area. How are you going to get the GP's and Teachers needed? (Kennington Health Centre almost collapsed from lack of GP's, it's merged with Botley). The traffic is terrible in and around Oxford. Can't have more buses going into Oxford centre. It gets jammed up with buses now. Oxford City should be encouraged to build more flats (not tower blocks) as they do in most of Europe. People wouldn't need transport to work. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0934 | 23/08/2017 | Jack | Li | | | | | N |
| 2593 | Comments | | | | | | | |
| The current highway network in Oxford is in a terrible condition and can't meet traffic requirements. The A34 is already at capacity and it is not satisfactory for drivers. As a tax payer, often sit in morning traffic on the way to work. Oxford has no plan to improve this with building 4,400 new houses and their additional traffic. Kidlington will become a terrible place to live and our homes will be surrounded by cars and people. The current infrastructure can't meet the requirements for the additional cars and traffic. Will be stuck in traffic all day and won't be able to go out to work. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0935 | 24/08/2017 | A | Davenport | | | | | N |
| 2598 | Comments | | | | | | | |
| Kidlington being a village is the main reason for me coming here. There are too many people moving here. The village has enough people in it, enough is enough. Don't approve of more houses in Kidlington. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0936 | 10/10/2017 | Sheila | Nichols | | | | | N |
| 2603 | Comments | | | | | | | |
| The proposal is UTTER MADNESS. 1. Infrastructure; approach roads to Oxford (A40, A34, A44 etc.) are already congested. 4000 more houses (with at least one car per house) will cause a perpetual gridlock. 2. Public Services; schools won't cope with increased pupil numbers, GP waiting times will be increased and the JR is already overstretched. 3. Sandy Lane Crossing; this is an essential route from Kidlington to Yarnton (and popular Yarnton Nurseries). Closing the road will force traffic to go via the A44. 4. Kidlington Village; is not an overspill for Oxfords problems. Our Green Belt should stay PERMANENT. Oxford is a beautiful city but it risks becoming notorious for traffic congestion. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0937 | 19/08/2017 | Anne | Sandy | | | | | N |
| 2608 | Comments | | | | | | | |
| 1. Traffic is already bad in our area. Roads can't cope at peak times. Journey times will increase and we can't all use public transport for getting to/from work. As a home carer, would not be able to do the job by bus. A morning journey to Wolvercote can take 30-40 minutes (a distance of 3-4 miles!). This will worsen with the new developments. 2. Waiting times to see a GP will increase (appointments are now for 4 weeks time)! 3. School class sizes will rise, already large (40 in foundation stage), and lack of pre school places. 4. Emergency services and hospitals already stretched in the area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0938 | 07/08/2017 | Kate | Rendle | | | | | N |
| 2613 | Comments | | | | | | | |
| 1. CDC should do more to protect the area and its residents. 4,400 more houses may equal 12,000 more people. Far too many. There would need to be massive new infrastructure to support them. No evidence that all these new homes are needed and they will be unaffordable, bought by commuters (or foreigners as in Bicester) not by young people. 2. The Green Belt should NOT be touched. It's important now and for future generations. 3. The Government's policy is to protect Green Belt. Any infringement impacting negatively on well being, pollution levels and life. 4. The plans are too complex for the average person to understand. Feel that's deliberate, to discourage younger people from objecting. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0939 | 16/08/2017 | J | Hill | | | | | N |
| 2618 | Comments | | | | | | | |
| Please DO NOT concrete over our Green Belt, taking away one of the very few free things left for all to enjoy, fresh air and space, green fields. Will future generations know what a meadow looks like? SHAME on the authority or anyone who lets this tragedy happen. Pollution will be increased beyond the point of no return. NO TO ALL THIS BUILDING. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0940 | 16/08/2017 | Felicity | Peacock | | | | | N |
| 2623 | Comments | | | | | | | |
| Green Belt should be permanently protected. Using it for development now sets a worrying precedent. It protects from urban sprawl. The roads into Oxford from Kidlington and Yarnton are heavily daily and congested. Thousands of extra cars will cause gridlock. Have to wait minutes to exit my drive onto Banbury Road. Quality of life in the villages we chose to live, will be destroyed. Countryside and wildlife will disappear. Who will fund extra public services i.e.. GP's? It already takes 3 weeks for a GP appt. How can extra people be properly looked after? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0941 | 14/08/2017 | I | Lyne | | | | | N |
| 2628 | Comments | | | | | | | |
| Object to houses being built on Green Belt. Roads, Traffic gridlock, Pollution, Schools, DR's, Shops, Flooding i.e.. Kidlington. Planning already agreed, no doubt? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0942 | 11/08/2017 | Mrs B | Bellinger | | | | | N |
| 2633 | Comments | | | | | | | |
| CDC failed to consult properly and ignores Kidlington. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0943 | 19/08/2017 | Madelaine | Dempont | | | | | N |
| 2638 | Comments | | | | | | | |
| Many Kidlington residents are still unaware of this proposal and potential consequences locally. Although there is a housing shortage and increased homelessness, this would not rectify the situation as they would be built for the wrong people. Developers would benefit not the homeless or people in need of social housing. It is a severe overdevelopment, poorly thought through. Questionable figures of housing shortage used! Who would live in the houses? Where are the people currently waiting on the houses? There's been a new build house for sale in our road for at least a year! If it was so needed why hasn't it sold? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0944 | 20/08/2017 | Ylber | Balliu | | | | | N |
| 2647 | Comments | | | | | | | |
| It's a shame to lose our countryside. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0945 | 22/08/2017 | Sidney | Oretagu | | | | | N |
| 2652 | Comments | | | | | | | |
| Should this go ahead it will cause chaos on roads. Who will buy the houses? Not our young couples, they will be too expensive. Schools will be overcrowded. Oxford has land towards Abingdon and Dorchester. Why should we give up our Green Belt just to satisfy Oxford. Waits for a GP appointments are up to 3 weeks and will increase with an influx of more people. Hospitals (i.e.. JR) can't cope now, and won't with more people. Wards are closed now in the JR with beds cut from 6 to 4, because of cut backs and shortage of staff. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0946 | 19/08/2017 | Michael | Foster | | | | | N |
| 2657 | Comments | | | | | | | |
| Totally against the building of 4000 new homes. The infrastructure will not cope. The countryside will be destroyed and more cars means more pollution and traffic jams. Doubt whether young local people will be able to afford the houses that the developers want to build. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0947 | 19/08/2017 | Mrs Michele | Allen | | | | | N |
| 2662 | Comments | | | | | | | |
| Angry that decisions are made that affect the lives of us living and working in the areas you will destroy. Commuting to work is stressful with congestion and delays the norm. This will add to it, gridlocking the region. To see a GP there is a 4 week wait! In your 'wisdom', bringing more cars and people into an already FULL area, as far as infrastructure and services can take. Also taking away natural habitat and green space from future generations and already struggling natural wildlife. Green Belt is there for a reason. It greatly adds to our health and wellbeing. Please don't proceed with this destruction. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0948 | 16/08/2017 | P E | Clayton | | | | | N |
| 2667 | Comments | | | | | | | |
| Commuter parking on Kidlington Roads/Streets is already a problem. The developments would make this worse. Preserve the Green Belt, designed as a benefit to all. Once lost it can't be replaced. None of the local authorities have a good track record when it comes to traffic management. i.e.. the costly and 'improved' traffic light system installed some years ago in Kidlington and recent 'upgrade' of Cutteslowe & Wolvercote roundabouts. More effort should be made to identify unused premises and bring them into the housing market. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0949 | 11/08/2017 | John | Holding | | | | | N |
| 2672 | Comments | | | | | | | |
| Oxford and environs are part of the UK's 'economical hotspot'. Link the housing proposal and Science Park building (Langford Lane) and we have a classic hot spot. No! The Government should spread such economic activity and Science Parks to areas that need it, providing much needed jobs and opportunities. I.e.. North East Midlands. In light of the Brexit negotiations, plans for growth can be overestimated. Save the Green Belt for future generations. Don't cover the SE countryside with houses & roads. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0950 | 10/08/2017 | Mr R M | Gynes | | | | | N |
| 2677 | Comments | | | | | | | |
| The existing roads are overloaded. The proposal adding up to 8,000 more cars (i.e.. 2 per house) to this. It makes no sense. Local healthcare is already overloaded. There are no plans to improve it. How can CDC & Oxford City Council justify this level of building. Why sacrifice a 100 year old golf course. Losing a public amenity. The new golf course won't be of use for 10 years after it's created. Why not build the homes on that piece of land & leave the golf course alone? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0951 | 10/10/2017 | Julia | Middleton | | | | | N |
| 2682 | Comments | | | | | | | |
| 1. Green Belt policy would be made a mockery of. 2. Pollution, traffic, infrastructure issues. 3. Green spaces vital for wildlife and peoples well being. 4. This amount of housing would encourage Londoners, property speculators. Housing should be in sustainable amounts and affordable. Should be reserved for locals, especially key workers. Designs should be environmentally sound, high density flats, carefully designed avoiding huge loss of land in sensitive areas. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0952 | 10/10/2017 | Mr & Mrs F A | Williams | | | | | N |
| 2687 | Comments | | | | | | | |
| Kidlington is still a village at the moment. Cars litter the streets mid morning. Parks are full. Its residents being lazy and people catching buses to Oxford. Lets have a warden or more yellow lines! Its nice to still have some green space, and to feel we are individual. In the 80's Oxford City houses starting to fill up between the A4200 and the canal. Please leave it at that! A lot of the land mentioned is low lying. Sewers are originally late 1940's and not big enough to cope. The Oxford map shows there's a lot of green spaces beyond Blackbird Leys, Wheatley, Shotover, Boars Hill, even East of the M40. Houses for London commuters would be more suited to some of the areas. This amount of houses are not needed they would add to pollution/problems. We are already too close to Oxford, we do not wish to be part of it. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0961 | 11/08/2017 | Miss S P | Moores | | | | | |
| 2709 | Comments | | | | | | | |
| I strongly object to any building on Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0962 | 06/08/2017 | J M | Bicknell | | | | | N |
| 2713 | Comments | | | | | | | |
| Oxford should sort it's own housing problems and not dump on others. Kidlington is NOT part of Oxford and does not want to be. The Green Belt should NEVER be built on. It is there to preserve the countryside, allowing villages to keep their identity. Proposals are ill thought out and presented. There is not the infrastructure to support them. Public transport, schools, medical and roads will suffer. Doubt that much of the housing will be affordable. This proposed submission plan is unwanted. It should be rejected. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0963 | 11/08/2017 | R | Hardwick | | | | | N |
| 2718 | Comments | | | | | | | |
| 1. Don't agree that the local DC's should be forced into building additional houses to deal with Oxford City shortfall. Oxford should be pressurised to sort out it's own housing problems as a priority. 2. The proposal vastly reduces GB which will never be replaced. 3. This development is only the thin end for the wedge. How long before other areas within site boundaries are built on. 4. Don't believe the majority of houses will be for locals. Market forces will prevail & will be sold to commuters. 5. Local services will deteriorate further. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0964 | 10/10/2017 | C K | Peddy | | | | | N |
| 2723 | Comments | | | | | | | |
| The pamphlet laid down the opposition in simple but effective terms. Why should we provide London commuters with homes when we have a shortage of homes for locals? Green Belt should be sacrosanct. Leisure facilities should be kept. N. Oxford Golf Club is over 100 years old, provides the community with a leisure area for young and old. Healthy body, healthy mind. No infrastructure planned. New roads, schools, GP's and hospitals will be required. The whole plan should be a non starter, it's has not been properly researched. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0965 | 24/08/2017 | Nicky & Patrick | Forsythe | | | | | N |
| 2728 | Comments | | | | | | | |
| Strongly object to developing on Green Belt. Unspoilt countryside around us which will be devastating to lose. It will impact on nature, traffic & quality of life. We will need more schools and GP's. There must be alternatives within Oxford itself? E.g.. existing brownfield sites or proposed employment sites. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0966 | 25/08/2017 | Mrs J D | Spacksman | | | | | N |
| 2733 | Comments | | | | | | | |
| Don't believe that the Green Belt in Kidlington should be used for building houses. It will destroy the nature and walks in the area. It will increase more traffic which is bad enough, especially at peak times! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0968 | 30/08/2017 | Jane | Green | | | | | N |
| 2743 | Comments | | | | | | | |
| 1. Green Belt is designed to maintain green space between towns/villages. Needed for clean air, recreation and maintaining quality of life and are legally enforceable. 2. The 4000 new homes will negatively, permanently change the nature of communities. 3. Acknowledged that Oxford needs more housing. Oxfordshire County Council must forward plan better to direct business (inc. the University & Hospital) to build in other parts of the county to spread out where people live and work. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0969 | 10/10/2017 | Kim | Weitzel | | | | | N |
| 2748 | Comments | | | | | | | |
| Kidlington, Yarnton and Begbroke, 3 separate villages, must maintain separate identities. The proposals merge outlying N. Oxon villages, plus joins them to Oxford City, and said villages to Woodstock. The Green Belt must be maintained, cherished and if anything, expanded. We lose so much natural resource and green space. With the likes of asthma on the increase, we should be reducing environmental impact, not increasing it. Expand brownfield sites or build multi storey premises for starter homes. Even better encourage moving/expanding North of the UK which needs economic growth. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0970 | 31/08/2017 | G M | Brooke | | | | | N |
| 2753 | Comments | | | | | | | |
| Green Belt's are lungs of fresh air for city dwellers and locals to enjoy. We must preserve our Green Belt so they don't disappear under building sites. Once that happens they're lost forever. With increasingly busy lives, we need space to enjoy landscape and wildlife. Houses planned for Oxford golf course, won't be 'affordable', but for London commuters via Oxford Parkway. Schools couldn't cope in Kidlington with larger intakes. Waiting lists at GP Surgeries have already deteriorated. Cherwell Councillors you have the power to protect our 'green and pleasant land'. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0971 | 08/11/2007 | Mrs Claire | Ring | | | | | N |
| 2758 | Comments | | | | | | | |
| Traffic to Oxford is mad currently without more cars. Extra stress on local health centres, hospitals and schools. Also taking land from Green Belt. There will be less greenery and once approved they will ask to take more. Lack of retail space and parking in area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0973 | 31/08/2017 | Dr Guy | Harrison | | | | | N |
| 2768 | Comments | | | | | | | |
| Strongly object to encroachment on Green Belt. Either it's a 'permanent' or it's not. Understand Oxford has a duty to meet residents housing need. Don't think the burden should be shouldered on surrounding villages. Are the proposals sustainable? There seems no plan for the infrastructure needed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0974 | 22/08/2017 | Mrs Pamela | Lampard | | | | | N |
| 2773 | Comments | | | | | | | |
| Object strongly to all development in this area for these reasons; Traffic, is already horrendous getting in and out of Oxford at peak times. GP's, it takes 2 weeks to get appointments at Yarnton Surgery. Building on Green Belt. Pollution, the Green Belt was put there for fresh air, not traffic fumes. Also the bus service has reduced from 20 to 30 mins service. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0976 | 23/08/2017 | S P | Spacksman | | | | | N |
| 2783 | Comments | | | | | | | |
| Building on the Green Belt will ruin the countryside around Kidlington, affecting nature and scenic walks. The roads in the area are not able to cope with the amount of traffic now let alone new cars brought to the area with new houses. Mornings are gridlocked now. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0977 | 23/08/2017 | R | Lewis | | | | | N |
| 2788 | Comments | | | | | | | |
| Must not allow houses on Green Belt. Roads too crowded already in peak hours. The houses will not be available to local people - too expensive (i.e.. Barton). Should not be building houses at all for Oxford. They must build their own. This is their problem. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0978 | 23/08/2017 | Mrs L | Gregory | | | | | N |
| 2793 | Comments | | | | | | | |
| I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given. Objects to PR1a to build 4,400 homes for Oxford overspill. It is not a justified or proven requirement. Considers it to be unsustainable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0979 | 07/08/2017 | Margaret | Eynon | | | | | |
| 1080 | Comments | | | | | | | |
| Objects strongly about proposals to build houses on essential GB between Oxford and Kidlington/Begbroke/Yarnton. Cherwell District Council has given in to pressure from Oxford City Council to house it's overspill. Brown Field areas could be used by Oxford City Council. (Oxford City Golf Club which is central so transport links are already established). GB is to preserve the countryside for residents, a great need which Cherwell is agreeing to do away with. Oxford is one of the most polluted cities in the country. Increased building north of the city will increase pollution as the 'lungs' of the city provided by GB will be lost. The infrastructure cannot cope with more cars, hospitals and schools will be oversubscribed. Most of the houses will be bought by London commuters and will not house Oxford City residents. North Oxford Golf Club has, for over a hundred years, been a haven for wild life, an area for trees to grow to reduce pollution and provided green space for residents and members. With an ageing population it also provides social support for many people. Please preserve the GB and stop Oxford merging into Kidlington. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0979 | 24/08/2017 | Mrs Margaret | Eynon | | | | | N |
| 2798 | Comments | | | | | | | |
| 1. It is Oxford's job to maintain/sustain the city as an important and historic centre. Not CDC's role to allow the city to grow. Oxford City should meet it's own need, not expand into CDC's Green Belt. e.g. it could use Oxford City Golf Club. 2. CDC will allow the University to move millions of buildings on North Oxford Golf Club, but we know from the building by Port Meadow they run roughshod over the City Council. They will do the same to CDC. 3. The villages don't want to expand into one big Oxford sprawl. The Green Belt provides 'lungs' for the Oxford and the villages. Transport problems will increase which already causes pollution. CDC and Oxford's quest to increase the population will attract London commuters. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0980 | 10/10/2017 | Ruth | Higginson | | | | | N |
| 2803 | Comments | | | | | | | |
| Already have 24 hr traffic. This will get worse. People park anywhere they can find. The houses wont be for local families, just better class who commute to London on the train. We need more shops in this area anyway. How will the JR cope? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0981 | 13/08/2017 | K | Middleditch | | | | | N |
| 2808 | Comments | | | | | | | |
| Utterly ridiculous! Kidlington cannot cope now, it takes nearly 4 weeks to see you own GP! Traffic will grind to a halt. Kidlington is turning into a dump! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0982 | 14/08/2017 | Paul | Blake | | | | | N |
| 2813 | Comments | | | | | | | |
| Kidlington is already over developed. Public amenities are currently unsuitable for us. Additional housing will make it worse. The small area of open land between Kidlington and Oxford is essential as a buffer. Oxford and its surrounds has many areas and brownfield sites that could be developed without encroaching on established settlements. The large, money making commercial developments are more important than providing housing. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0983 | 16/08/2017 | Mr & Mrs J & M | Smith | | | | | N |
| 2818 | Comments | | | | | | | |
| Cherwell should not be allowing the loss of Green Belt to compensate for Oxfords mis-managed housing problem. Little thought has been applied to the infrastructure required. There are already existing problems in the overlapping areas in the plan. Why has it taken so long to take action on the high number of empty houses in Oxford and Cherwell? It's suggested new Green Belt areas could be created. Why, when they already exist as well established areas? CDC has kept the council tax stable for a long time, Oxford hasn't. Cherwell residents would bear the brunt of this should the plan go ahead. Re-assurance is needed that our comments will be considered. Or as per previous consultations has the decision already been made and the plan will go ahead regardless? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0984 | 17/08/2017 | Trevor | Cuss | | | | | N |
| 2823 | Comments | | | | | | | |
| 1. Oxfordshire County Council or CDC are unappreciative of the difficulties Kidlington residents will be subject to by proposals. 2. Kidlington is now a car park for commuters too mean to pay P & R charges. 3. Oxford is frequently gridlocked by the lack of proper infrastructure to accommodate existing traffic let alone the additional traffic it will create. 4. Oxford City Council should look to their own resources, not intrude on the Green Belt. A great loss of amenity. 5. OCC do not have a clue about traffic management. i.e. millions spent on Woodstock and Banbury Rd roundabouts - new systems that don't work. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0986 | 19/08/2017 | Farimah | Zarrivi | | | | | N |
| 2833 | Comments | | | | | | | |
| The area will become vast urban sprawl. Kidlington's roads already congested in and out. Green Belt preserves the appreciated countryside. CDC turning back on promising Green Belt being permanent. Public services overwhelmed (roads, schools, GP's traffic). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0987 | 20/08/2017 | Timothy Kenneth | Simmons | | | | | N |
| 2838 | Comments | | | | | | | |
| Objects to; PR1a, building 4,400 homes around Kidlington, Yarnton and Begbroke, it's not a proven requirement. There is no guaranteed funding for vital infrastructure i.e. GP's, Schools and roads which are already heavily congested, and won't be able to cope with increased demand, resulting in total deadlock. PR3, removal of Green Belt is against Government guidance which states it is permanent. Unmet housing need is not a reason to build there. Not consistent with national policy. PR11, no costing shown and in most cases no source of funding provided. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0988 | 20/08/2017 | Mrs M | Simmons | | | | | N |
| 2843 | Comments | | | | | | | |
| Green Belt land was designated Green Belt for a reason and that reason was to stop building on it. Object to PR3 and PR1a. Also object to PR11 as no costing is shown and no source of funding identified. The roads around Kidlington, Yarnton and Begbroke are choked at the moment. If 4,400 houses are built it will be total gridlock. The consultation is also too short and too complicated. CDC need to stand up to Oxford City Council and Oxford University. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0989 | 14/08/2017 | Heather | Field | | | | | N |
| 2848 | Comments | | | | | | | |
| Very concerned about losing Green Belt space and also the huge strain on local roads all this housing will create. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0990 | 17/08/2017 | Mr & Mrs G J | Barrett | | | | | N |
| 2853 | Comments | | | | | | | |
| Roads! What happens? DR's in the village! School places. Lost allotments (Gravel Pits) to housing, and now Green Belt land. What next?! Also lost jobs at Grove Farm when Grovelands happened. Oxfordshire County Council did not help or CDC. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0991 | 07/08/2017 | P W | Harvey | | | | | N |
| 2858 | Comments | | | | | | | |
| CDC is elected by us, for us and should consider limiting development on any of these proposed sites. Unemployment is negligible in the area and the houses are not needed to the extent proposed. Traffic is increased without development and would be even more congested. As a dog walker who loves the countryside, to be restricted by unnecessary development is unthinkable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0992 | 21/08/2017 | Paul & Olga | Jones | | | | | N |
| 2863 | Comments | | | | | | | |
| Chose to live in Kidlington specifically to have access to the Green Belt land for recreation, having previously lived London. Losing the Green Belt will destroy Kidlington's unique character. Traffic problems will worsen, especially on the A44 Woodstock Rd and Banbury Rd into Oxford. Increasing HGV's are causing my whole house to shake. Kidlington is a relatively safe place to live. Worried crime in the area may increase. Would not like Kidlington to become like Blackbird Leys or Cowley with their problems. There is already an increase in racial tension in the area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0993 | 19/08/2017 | R | Prowton | | | | | N |
| 2868 | Comments | | | | | | | |
| The proposals are out of order. The houses built won't be affordable, and are only designed to make massive profits for all concerned in the process. Cant see a GP now without waiting weeks, the current infrastructure won't cope with the amount of houses proposed. Why not invest on buildings in the Oxford area already in situ and improve those sites? Agree there is a need for housing, but it shouldn't be at the expense of Green Belt. It should be built for those in need and not for Londoners and the like to just buy up and rent, making it impossible for local people to obtain property where they were born. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0994 | 21/08/2017 | Mr M | Bennett | | | | | N |
| 2873 | Comments | | | | | | | |
| Oxford and it's surrounding villages and towns cannot cope with further large scale developments. Due to 40 years of limited funding both roads and travel networks in and around Oxford means locals and visitors alike spend hours daily in traffic jams in and around our city. Woodstock and Banbury Rd being the most congested. These proposals adding thousands of houses along these routes is unthinkable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-0995 | 11/08/2017 | Marian | Adams | | | | | N |
| 2878 | Comments | | | | | | | |
| Traffic getting in and out of Kidlington, getting to hospital appointments is bad enough. If this goes ahead it will be impossible. What will happen to the Green Belt land? It was never to be built on. It is a space for wildlife who are important for the eco, but never thought of. Don't want to lose open spaces essential for well being. Preserve the Green Belt for further generations and all creatures. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0996 | 19/08/2017 | D | Grant | | | | | N |
| 2883 | Comments | | | | | | | |
| This does not pass the common sense test! Kidlington already suffering with too many people, GP's mainly, can't get appointments. Parking making locals life miserable. The Main Rd to Banbury and Oxford, A34 is choc-a-block. Not enough services. Progress is a way of life, but it doesn't 'have' to 'destroy' Kidlington life. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0997 | 22/08/2017 | Mrs B M | Brown | | | | | N |
| 2888 | Comments | | | | | | | |
| Agree with all of CDC's proposals, they are full of common sense. If 4,400 houses are built, Kidlington will no longer be a healthy place to live. Medical services and schools will be unable to cope, there will be no Green Belt for recreation. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0998 | 12/08/2017 | Geoffrey | Ayres | | | | | N |
| 2893 | Comments | | | | | | | |
| Planning has gone through with minimum consultation. No infrastructure in place. Building on Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0999 | 13/09/2017 | Malcolm | Williams | | | | | N |
| 2898 | Comments | | | | | | | |
| I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; I don't object to SOME homes being built, I do object to 4,400. The villages effected being swallowed up, losing their identities. Local roads are already overloaded. More houses equals more vehicles. Kidlington is already a VERY large village. Other local villages should be targeted such as Kirtlington, Tackley, Wootton & Woodstock. Most importantly the GB land between Kidlington & Oxford will become one mass of houses. Many people wanting these plans stand to make a fortune. I suspect it's already a done deal. Oxford University don't give ANY consideration to local villages, all they want is money. GREED. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1000 | 20/09/2017 | Joan | Leech | | | | | N |
| 2903 | Comments | | | | | | | |
| I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; Houses will be built on flood plains! Surely Oxford City Council has enough boarded up & unoccupied houses that could be refurbished before building on the Green Belt. Let Begbroke, Yarnton & Kidlington stay as they are. We do not want to be part of Oxford City! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1001 | 06/09/2017 | Paul | Burgess | | | | | N |
| 2908 | Comments | | | | | | | |
| I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; I am completely opposed to the building of more houses on our Green Belt. There seems no confirmation of funding. The proposals will adversely affect life for Kidlington people. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1002 | 20/08/2017 | Peter & Amanda | Clarke | | | | | N |
| 2913 | Comments | | | | | | | |
| I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; If we don't protect Green Belt it will be gone for us & our children. GB is good for lowering asthma, recreation & nice environment to live in. Infrastructure - roads can't cope as it is. Adding to it will impact hospitals, GP's Schools. Other sites should be used over GB (brownfield sites, instead of business parks etc.). This is based on profit rather than existing residents needs. It will add to flooding risks (impermeable creates more surface water). It will spoil the look of our village. Traffic queueing & pollution happen now, increasing with 4,400 more households. This is not the answer. Investment in other places is needed, rather than saturate this area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1003 | 10/10/2017 | Mr & Mrs M J | Goodin | | | | | N |
| 2918 | Comments | | | | | | | |
| I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; CDC has a limp approach to parking policy on residential streets. Extra housing means extra traffic & more protection for residential parking controls. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1004 | 20/08/2017 | G W | McIntyre | | | | | N |
| 2923 | Comments | | | | | | | |
| Object to the building plans because no plans submitted for road upgrades. I live on Oxford Rd & see many stationary cars with engines running. This is a health hazard. An increase in the situation will be hazardous to residents health. I walk for fitness. Walking on continuous concrete will not help me. Although areas are indicated for Schools & GP's, I don't trust the Council to provide these community services. Removing the Green Belt between N Oxford & Kidlington will encourage Oxford City Council to take over the whole area. A situation no-one wants. I concur with the printed objections on the card. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1005 | 21/08/2017 | Nicola | King | | | | | N |
| 2928 | Comments | | | | | | | |
| I've lived in Kidlington for 30 years & brought up family here. I am shocked at the plans for around this village. It will spoil the Green Belt walks, affecting wildlife & environment. GB is needed to relax & de-stress in. These areas are liable to flooding & not suitable to build houses. The community will be affected by the addition of new people. It's already hard enough to get GP appointments & travel because of chaotic traffic on local roads. Pollution will increase. All of these factors will deprecate the values of homes. Green Belt was built for a purpose & thus should remain for our health! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1006 | 21/08/2017 | Mrs S | Amiralai | | | | | N |
| 2936 | Comments | | | | | | | |
| 1. Distinct lack of information & consultation for such a vast redevelopment in certain areas of Kidlington i.e.. My home, Maple Avenue. 2. Lack of thought regarding infrastructure. i.e.. Shops, roads, Schools & GP surgeries who are already under pressure. 3. The impact on wildlife (birds) will be immense. 4. Kidlington, Yarnton & Begbroke don't want to be an extension of Oxford City. 5. The plans need to be reconsidered with less impact on areas PR6a & PR6b (land East & West of Oxford Rd) & PR8 (Begbroke). 6. 3,990 proposed houses on Green Belt is totally unacceptable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1007 | 21/08/2017 | Chris & Diane | Hodgkins | | | | | N |
| 2941 | Comments | | | | | | | |
| Objects to using green spaces for building causing serious overcrowding to our village & already gridlocked roads. Kidlington & surrounding areas have always been a BOTTLENECK for travelling around. Green spaces are vital for everyone's wellbeing . There was mention of the infrastructure needed to cover the population & vehicle increase. Kidlington is already 'sprawling metropolis'. Where will it end up? Total madness!! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1008 | 17/08/2017 | Anita | Jackson | | | | | N |
| 2945 | Comments | | | | | | | |
| I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; If more funding & resources were in place to deal with the huge number of properties remaining vacant & derelict within Oxford City then the amount of houses needing to take up 'green space' could be reduced. Affordable housing is badly needed. It looks good at planning stage but in reality few, if any, especially in this expensive area, turn out to be anywhere near 'affordable' for key workers & the like. There needs to be a rigorous vetting system to oversee the 'affordable homes' issue, making sure the homes are available only to the sector of workers they are intended for. Developers will reel in their profits & we could end up with a worse situation than at present! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1009 | 16/08/2017 | Mrs A | Emberton | | | | | N |
| 2950 | Comments | | | | | | | |
| I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; Strongly object to planning proposals on GB land around Kidlington & villages beyond. Nothing is said about plans for flooding, roads M40 & A34 which are already overcrowded, 2 GP Surgeries with a 3 week wait for appointments, Schools etc. Let Oxford City Council build on it's own grounds & not spoil our lovely surroundings. We need them for our children's future, not for London commuters. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1010 | 20/08/2017 | James | Philpott | | | | | N |
| 2955 | Comments | | | | | | | |
| 1. Infrastructure will not be adequate. Traffic out of Kidlington is already terrible. Council won't improve roads before putting houses in. 2. As seen in other developments, housing will not be affordable. Will be suited to London commuters. Developers only interested in profit, not providing for local people who need the housing. 3. Sites in Oxford should be considered before looking outside to nearby villages. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1011 | 23/08/2017 | Tony | Norris | | | | | N |
| 2096 | Comments | | | | | | | |
| <p>1. I've lived Gosford & Water Eaton parish for approx. 50 years. The agricultural & recreational GB buffer zone between Oxford & Kidlington is within the parish & is essential for quality of life for local residents. 2. There is no good reason to build on this land for the benefit of Oxford City residents. Why can't GB land within the city boundary be used for them? 3. The railway station is a benefit for all and its location is beneficial. Building houses so close to it is of no benefit as Oxford City bus services can provide adequate transport to & from the city centre. 4. No need to build houses on North Oxford Golf course. Why not use the land reserved for the replacement Golf course? Residents on that area, PR6c would only have a short walk to the railway station if they wish to travel to London. 5. Parishioners in Gosford, Water Eaton & Kidlington want to stay a self contained community & not part of Oxford City. 6. The creation of 1,118 houses on PR6a & PR6b will create a potential of 3000+ car movements a day, together with a further 5000+ movements from PR7a, PR7b, PR8 & PR9. The traffic situation North of Oxford will be at gridlock even worse than that which occurred during the recent alterations to Banbury Rd & Woodstock Rd roundabout.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1012 | 24/08/2017 | T | Norris | | | | | N |
| 2101 | Comments | | | | | | | |
| <p>Object to the building of houses on Green Belt which is in Gosford & Water Eaton parish. This provides a recreational & peaceful environment. Surely Oxford City have sufficient area within their City boundary which could easily be serviced by Oxford bus services to reach the Railway Station.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1013 | 23/08/2017 | Reg | Bendall | | | | | N |
| 2106 | Comments | | | | | | | |
| <p>The proposals of the Council are the usual cynical sham consultation that they will ignore. The houses will be bought by commuters to London each day, & the number of 'affordable' houses will be waived as per Barton. UNHELPFUL, UNWANTED, UN-NEEDED.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1015 | 03/09/2017 | Michael | Trinder | | | | | N |
| 2970 | Comments | | | | | | | |
| <p>The number of new houses is just too many. The Green Belt should be untouched to provide the green space that it was intended for. The number of un-occupied houses should be used for the housing need.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1016 | 03/09/2017 | Christine | Trinder | | | | | N |
| 2975 | Comments | | | | | | | |
| <p>The number of houses is far too many for this area & the number of cars from the houses will cause more problems in the already busy area. The Green Belt should not be considered as a possibility for yet more houses & Yarnton, Begbroke & Kidlington should remain as separate villages with residents able to enjoy the countryside.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1017 | 17/08/2017 | Mrs | Newing | | | | | N |
| 2980 | Comments | | | | | | | |
| <p>These proposals are unsound and against N P. They would overwhelm the historic & charming villages in the area increasing the congestion on roads & roundabouts in the area, already at a standstill at busy times. We do not need more vehicles on the roads. Vehicles cause air pollution & already many people suffer from asthma & lung problems. Don't make things any worse!</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1018 | 24/08/2017 | John & Maire | Walden | | | | | N |
| 2985 | Comments | | | | | | | |
| <p>I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; 4,400 new houses in this area is a non-sensible plan. We agree that more affordable homes are needed in the Oxford area but the plans will do little to provide such homes for local people.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1019 | 30/08/2017 | Mrs Janet | Jeffreys | | | | | N |
| 2990 | Comments | | | | | | | |
| <p>I am appalled at the plans. NO account has been taken of the effect BREXIT will have on our economy & job market. To use our most precious Green Belt to build on is illegal & short sighted. Once it has gone it's gone forever & sets a dangerous precedent. ALL creatures need space for peace & recreation. Over crowding of any sort leads to unrest, & in many cases, violent reaction. Please let Oxford look after it's own needs & let us, in our villages look after ours.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1020 | 31/08/2017 | Raymond | Suter | | | | | N |
| 2995 | Comments | | | | | | | |
| I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; Too many houses already being built on the 'Green Belt'. i.e.. 'Eco Town', Kingsmere etc. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1021 | 30/07/2017 | Jenny | Cooper | | | | | N |
| 3000 | Comments | | | | | | | |
| I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; I am so against the land being used for 4,000 houses. The doctors will be full of more people and it is bad enough at the moment. Schools, wild life and extra traffic on the roads will be affected too. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1022 | 25/08/2017 | George | Wakefield | | | | | N |
| 3005 | Comments | | | | | | | |
| My grandchild is now finding out that houses are UNAFFORDABLE for him to purchase because of the price. Barton new site has indicated that youngsters will not be able to buy, with the ridiculous price tag on property there, so I am not holding out hope that there will be sufficient affordable houses for him to be able to consider purchasing. Our GP surgery is already overwhelmed. They are understaffed, with long waiting times to see a GP. Adding another 4,400 homes to the area will create massive problems. Oxford City Council have already discussed banning cars from their centre, but they expect us to accept a big increase of vehicles in our area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1023 | 24/08/2017 | Ann | Ayris | | | | | N |
| 3010 | Comments | | | | | | | |
| I strongly disagree with the proposal to put 4,400 houses in this area, not for our own residents & their families but for Oxford overspill. It is well known that there are a large number of empty houses in Oxford which should be used. There are large numbers of Kidlington young people who would love to own their own houses, but such a large influx from Oxford overspill would mean this could not be easily achieved. Let Oxford have a good look at their own land resources first! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1024 | 24/08/2017 | Rodger | Ayris | | | | | N |
| 3015 | Comments | | | | | | | |
| Having recently read in the news about the number of empty houses currently found in Oxford, I am even more strongly opposed than I was to the imposition of all these houses for Oxford overspill. This problem is not entirely attributable to Oxford as a city. Oxford, and to some extent Brookes Universities must also shoulder some of the 'blame'. No matter how much dedicated student accommodation they build within their own environs, until there is sufficient to accommodate every student within their campuses, their housing need will continue to distort the housing 'market' in the larger Oxford area. Presumably Oxford would not like to give up a chunk of its own 'green' areas. Port Meadow perhaps! So how can they realistically expect us to give up huge chunk of our 'green'? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1025 | 08/08/2017 | Eileen | Bloomer | | | | | N |
| 3020 | Comments | | | | | | | |
| The drains are under pressure within the village. Flooding burst sewage pipes etc. How much more can it take? Access & egress is also of concern. The village on a regular basis is already gridlocked with traffic. Will there be any Green Belt left? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1026 | 19/08/2017 | Mrs C L | Roberts | | | | | N |
| 3025 | Comments | | | | | | | |
| Kidlington is a village community & should remain this way. Does not want to be part of Oxford City. The local roads cannot cope with the traffic volume at the moment. 4,400 houses - where are the extra roads, schools, GP surgeries etc. to cope with the extra people these plans will produce? Also what about extra pollution to asthma sufferers? Keep our Green space, we need it. These plans destroy local views, walks & habitats. Oxford City Council should sort it's own problems out. Perhaps if they did not bow to Oxford University, they could do this. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1027 | 24/08/2017 | A A | Green | | | | | N |
| 3030 | Comments | | | | | | | |
| Considers that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; Too much building on land that is totally inadequate for the needs i.e.. Highways (A4165, A44, A40 & A34) already bursting at the seams, medical facilities stretched to bursting point, recreational and shopping facilities lacking. 4,400 houses means at least 6,000 plus more vehicles trying to compete with an already inadequate transport system. The council should use common sense and discard this idiotic scheme. No further comments required. I also know who will get my vote in an further local or county council elections. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1028 | 24/08/2017 | Mrs C | Green | | | | | N |
| 3035 | Comments | | | | | | | |
| Objects to the Cherwell Local Plan to build 4,400 houses in this area. Looking at the plan with so much land outlined in red, it would seem that number is only the beginning of the project. This is unsuitable. Facilities such as GP surgeries, dentists, schools etc. are already a problem & couldn't support the people this project would generate. The project is inconsistent with national policy. Green Belt areas were always protected. No development on those sites & should remain so. The risk of flooding is another reason for my objection. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1029 | 24/08/2017 | Mrs S | Higgins | | | | | N |
| 3040 | Comments | | | | | | | |
| Thinks these plans are utterly ridiculous. Where are the schools, doctors & roads coming from to serve all the extra houses? As for the Green Belt, once built on there will be no end to the planning applications! We will be one big sprawl (Oxford, Kidlington, Begbroke & Yarnton). Oxford should do more to accommodate their own housing shortage. Why push it on us! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1030 | 01/09/2017 | F L G | Ratford | | | | | N |
| 3045 | Comments | | | | | | | |
| 1. The proposed plan will lead to an eventual boundary change bringing Kidlington into Oxford. 2. With increased ambulances bringing patients from the Horton hospital to the JR in Oxford this proposed development will lead to increased journey times. 3. Kidlington is already polluted by the prevailing wind bringing traffic exhaust from the A34. The proposed development will bring a further increase. 4. The proximity of the development to Oxford Parkway will make it attractive to Londoners who will buy properties unless a restrictive covenant applies to those buying the properties. 5. Kidlington's younger generation will not benefit from the proposals. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1031 | 24/08/2017 | David | Blackwell | | | | | N |
| 3050 | Comments | | | | | | | |
| Journeys to/from Kidlington & Oxford on weekdays are already slow & congested at peak times. Extensive new housing would make this worse. Concerned at the effect on local services. It is already difficult to get appointments within a few days at local health centres. Not building new surgeries would make this harder. The same pressure for schools. The attraction of living in Kidlington is green spaces can be reached quickly & easily. It would be a sad if access to these spaces was lost through an extreme programme of house building. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1032 | 11/09/2017 | Mr & Mrs | Mayling | | | | | N |
| 3055 | Comments | | | | | | | |
| Green Belt must mean Green Belt. If the Govt. are allowing development on it, it must consider NEW town development with infrastructure & facilities to support it. Overdevelopment of existing villages & towns creates enormous problems, e.g.. Heavy congestion through Kidlington, Kidlington & Peartree roundabout & social & domestic stresses. Crime occurs because we are losing the few open spaces & natural environment which families can enjoy. This leads to peace, harmony & happiness. This leads to the whole country benefitting from happier people. We totally agree more homes are needed, but the only justifiable way of using Green Belt land is to develop a new village or town. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1033 | 17/09/2017 | Peter | Gough | | | | | N |
| 3060 | Comments | | | | | | | |
| 1. The traffic out of Kidlington to Oxford is difficult enough now, taking 30-60 mins to get from Sainsbury's roundabout to Cutteslowe roundabout. Unless the plan includes building a new by-pass? 2. The Green Belt is just for that. 3. Oxford City Council NOT building enough houses, should NOT mean CDC takes up the slack building more houses in our Green Belt. 3. The local Primary & Secondary schools are overstretched now with lack of staff and v large classes, so extra 4,000 houses & children will stretch it further. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1034 | 15/09/2017 | Emma | Gough | | | | | N |
| 3065 | Comments | | | | | | | |
| Where is the infrastructure? A year ago an enquiry was done confirming Kidlington can't expand any more and to remain a village. The Government/Council should be enforcing the law to protect Green Belts. Oxford residents have been moving out to Abingdon, Witney, Bicester, Faringdon, Banbury for years. It is quite obvious that these houses will be for London overspill. Convenient for the new Railway Station. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1035 | 18/08/2017 | Jo | Gough | | | | | N |
| 3070 | Comments | | | | | | | |
| There is a reason for Green Belts & no reason to build on them. The roads are gridlocked at peak times (at least 3 hours p/d) as it is. Oxfordshire is being spoilt by executive boxes for Londoners. London should start building up (safely). The Government should start controlling immigration, making established housing more available & cheaper. Was on holiday when the meeting took place and nothing through letterbox explaining fully. CDC should start looking after their existing residents first & the Oxfordshire environment. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1036 | 18/09/2017 | Andrea | Van Rooyen | | | | | N |
| 3075 | Comments | | | | | | | |
| No more houses. Took too much land already. Think of the animals, trees, bees. If not for your children, think of your grandchildren. Do up houses that you have already. Put street lighting back on. Get more police. Do not touch Green Belt, or any countryside. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1037 | 25/09/2017 | J P | McArdle | | | | | N |
| 2111 | Comments | | | | | | | |
| No need to take Green Belt around Kidlington for Oxford. Does not want Kidlington to be like the villages of Headington & Cowley. Also if Oxford need houses they should build on South Park & University Parks, not on the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1038 | 02/10/2017 | Mrs G | Honey | | | | | N |
| 2116 | Comments | | | | | | | |
| The Green Belt between Oxford & Kidlington is required to allow clean air from the open space to counteract pollution in an area of considerable traffic & congestion. The pollution & congestion on all roads in this area must be very high now! Don't make it worse with more traffic & less open space. Please save the Green Belt! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1039 | 09/08/2017 | David | Payne | | | | | N |
| 2121 | Comments | | | | | | | |
| Object in principle to building on the Green Belt. It provides much appreciated countryside & should be permanent. Objects to plans showing no consideration for how increases in traffic will be handled. This area is already overwhelmed at certain times of the day. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1040 | 05/10/2017 | Dr J D | Priddle | | | | | N |
| 3078 | Comments | | | | | | | |
| Considers that the proposed submission plan is unsound, not justified and not effective for the reasons given; Any encroachment on Green Belt must be beneficial to local interests, this proposal is unsound in many ways & should not be pursued. 1. The merging of Kidlington with Oxford is undesirable, an example of what the Green Belt concept was designed to prevent. 2. The road between Kidlington & Oxford is already at capacity and cannot support more traffic. 3. Houses built near Oxford Parkway station will be bought by people who work London, not in Kidlington & Oxford! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1041 | 05/10/2017 | Deborah | Quare | | | | | N |
| 3083 | Comments | | | | | | | |
| In the past houses in Grovelands went to Oxford people to relieve Oxford's housing problems. Why can't they sort out their own problems? There are young people in Begbroke, Kidlington & Yarnton who can't afford homes of their own, or even afford to rent. Why are they less worthy of consideration? What about schools, doctors, general infrastructure etc.? Traffic congestion is already appalling. Journey times at rush hour are virtually impossible & unpleasant with the pollution from fumes. Used to walk to Sainsbury's from Water Eaton Lane but the increased traffic & air pollution makes this intolerable, so goes by car, making things even worse. We need green areas for stress relief, and to walk freely to keep fit. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1042 | 03/10/2017 | Rosemary | Werlinger | | | | | N |
| 3088 | Comments | | | | | | | |
| Oxford should meet it's own housing needs. E.g.. Build on derelict Oxford Stadium site & where they've plans for industry e.g.. The Northern Gateway. We have almost full employment, so people from outside will take these jobs & need more housing. Oxford should now (and have in the past) restricted the growth of Oxford Brookes University. Students take up precious rented accommodation & land in Headington which could have been used for local people. Most of the new homes will be expensive, unfordable, attracting more outside people or buy to lets. Young people here can't get on the housing ladder. They need affordable starter homes. The houses should be exclusive to 1st time buyers. GB land, there to stop urban sprawl & enhance the quality of life, should not be used in any circumstance. Neither N Oxford Golf course & the edge of Cutteslowe Park. Kidlington, Wolvercote, Begbroke & Yarnton do not have the infrastructure to cope with expansion. Many of these houses will be bought by London commuters (now Oxford Parkway is open), not by locals, so not helping Oxford at all. Oxford City is too small for such an expansion. They traffic is horrendous now. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1043 | 04/10/2017 | Beccy | McKenna-Jones | | | | | N |
| 3093 | Comments | | | | | | | |
| Considered that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; Sad and outrageous. Building on Green Belt land should NOT happen. Worries particularly for future generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1044 | 13/08/2017 | Dennis, Wendy, Steve | Richens | | | | | N |
| 3098 | Comments | | | | | | | |
| It is bad enough CDC building on it's own Green Belt, let alone Oxford. It will increase the amount of traffic. It is already difficult to get out of Kidlington | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1045 | 09/10/2017 | T J | Soanes | | | | | N |
| 3103 | Comments | | | | | | | |
| Considers that the proposed submission plan is unsound, not positively prepared, not justified and not effective. CDC should robustly oppose Oxford City. They want to annex Kidlington and make it part of the City. They won't be happy until all of the A4260 corridor is concreted over. Why is housing now judged as a reason to build on Green Belt - that is not proven in law. Oxford should use their own brownfield sites. If they stopped creating jobs in the City then there would be less of a need for housing. Social housing should be a priority if they must build, rather than developers 'buying' out the rules. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1046 | 09/10/2017 | Tim | Madge | | | | | N |
| 3108 | Comments | | | | | | | |
| Considers that the proposed submission plan is unsound, not positively prepared, not justified and not effective. Oxford should look at these 4000 houses in their own area. I.e.. Southfield Golf Course not in Kidlington. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1047 | 15/08/2017 | G E | Dunn | | | | | N |
| 3113 | Comments | | | | | | | |
| Consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective. There are far too many buildings going on now. What with alterations to existing ones. Where are we all going to park? Go to the Doctors etc. TOO MANY PEOPLE IN THIS LITTLE SPACE ALREADY. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1048 | 14/08/2017 | D | Pittick | | | | | N |
| 3118 | Comments | | | | | | | |
| Considers that the proposed submission plan is unsound, not positively prepared, not justified and not effective. It's too many houses. Plus lots more cars. Does not think you should build on Green Belt. You say affordable houses, but in the end it's for people with high paid wages. If this goes ahead, will there be more play areas for kids, more shops, doctors and schools? There will be more teenagers on the streets at night, so there should be a youth club built somewhere. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1049 | 15/08/2017 | Emma | Luo | | | | | N |
| 3123 | Comments | | | | | | | |
| I consider that the proposed submission plan is unsound, not positively prepared and not justified. 1. Roads within an 8 mile radius of Oxford City is already not fit for purpose with the existing population. 2. Schooling and health infrastructures not fit for a massive increase in housing & population. 3. Creating large housing estates not only doesn't promote healthy communities, it destroys existing ones. 4. Building all over precious and diminishing green spaces in the South is ridiculous when the rural areas of the Midlands and North of England are rich in green space, yet impoverished in population and jobs. Why isn't the emphasis on providing more housing and jobs not also helping to re-balance our country's stark divides? 5. Do we have enough water going forward to supply more dense populations in the South? Please think long term. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1050 | 18/08/2017 | Ann & Phil | Smith & Urquhart | | | | | N |
| 3128 | Comments | | | | | | | |
| The infrastructure in Kidlington will not cope, service such as doctors, schools and local amenities already stretched. Also considerable stress on already congested road network. We need green spaces, nature, and the GB. The areas in Kidlington, Yarnton and Begbroke are special to residents and we do not want to become part of the proposed 'sprawl' that will become our home. The proposed plan is unsound, not positively prepared, not justified and not effective. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1051 | 18/08/2017 | Robert | Bruce | | | | | N |
| 3133 | Comments | | | | | | | |
| Of the opinion that the population of Kidlington village and the immediate surrounding area is already too large for the infrastructure currently in place. Traffic jams through Kidlington, especially at the 'Sainsbury's' roundabout, are already too frequent, especially at rush hour. Increased housing in the vicinity of Kidlington Cemetery will only exacerbate the problem. Have lived in Kidlington since 1974 and enjoy the relative tranquility but as the population increases there is a detrimental effect on the quality of life. We do not wish to be merely part of Oxford - enjoy being apart from Oxford whilst appreciating all that Oxford offers. Also worried about removal of even more land from Oxford GB and do not want to see it further diminished. The proposed plan is unsound, not positively prepared, not justified and not effective. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1052 | 18/08/2017 | Mrs Elizabeth | Bruce | | | | | N |
| 3138 | Comments | | | | | | | |
| Object mainly as follows: Density of housing proposed is too high. So many extra dwellings would have a huge impact on roads, which are already way too busy. Medical facilities in Kidlington are already stretched and it takes weeks to get a routine appointment - more residents in the area would exacerbate this. Loss of GB land to be deplored - is it not against Government policy? To lose so much in such a small area is totally unacceptable. Lack of any real open space between Kidlington and Oxford, which would be the result of these policies, would make for an unattractive, undesirable and unhealthy urban sprawl, with little access to country walks and fresh air. Kidlington is a village with a long history and its own sense of community. It should not just become another suburb of Oxford - we do not need more 'connectivity' to Oxford but our own identity. Cherwell District Council is simply meant to be looking after the quality of life in the area it represents not simply sacrificing it to Oxford's supposed needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1053 | 17/08/2017 | TJ | White | | | | | N |
| 3143 | Comments | | | | | | | |
| To build in GB for Oxford is a disgrace. The properties will all be too expensive (just like the Barton development) and not purchased by local people but by commuters to London. How does that help local people? The GB will be gone forever and leave us as one large urban sprawl. Oxford seems more interested in building flats for university students. Will we get more schools, doctors etc. to cope with this? Trying to get a doctor's appointment is already difficult and what about the road network? have lived in Kidlington for over 40 years and it has changed greatly. The population will be much changed. This is Oxford's problem and Cherwell should not get involved. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1054 | 19/08/2017 | Sandra | Whitfield | | | | | N |
| 3148 | Comments | | | | | | | |
| Oxford City should endeavour to solve its housing problems with more effort being made to bring empty properties back into use and utilising brownfield sites. Nearly 2000 empty properties is a disgrace and there must be more sites in Oxford that could be used before building on the GB. Yarnton, Begbroke and Kidlington must remain separate villages preventing loss countryside walks which are enjoyed by many residents. North Oxford Golf Course is a much-used leisure facility and should stay where it is. If absolutely necessary, houses could be built on Frieze Farm land. With low unemployment in this area there is no certainty that many jobs will be provided or 4000 plus houses needed. GP services are already stretched and waiting time for hospital appointments will increase. Travelling is already difficult and time-consuming and with no improvement in the road network, air and noise pollution and traffic congestion will worsen. It is hugely unlikely that the majority of people will use public transport even if it is improved. The proposed number of houses should be scaled down until the infrastructure is provided to cope with such a proposed influx of people and vehicles. Affordable housing must be provided at the Government recommended levels and affordable must mean affordable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1055 | 08/08/2017 | Barry | Hiles | | | | | N |
| 3153 | Comments | | | | | | | |
| We are a village, separated from other villages in the area by GB land. With the proposed development, we would lose our identity and become a town, encompassing other surrounding villages. The traffic that these proposals would create would turn the Oxford road into a car park. The Road is just about surviving with the current infrastructure. Any further developments would be a disaster. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1056 | 24/08/2017 | Mrs Valerie | Brennan | | | | | N |
| 3158 | Comments | | | | | | | |
| The GB is for us all to enjoy. Kidlington freely fells beautiful trees, such as a s making way for shops and flats in High Street, Kidlington, opposite Co-op. Residents freely take down trees illegally without consent, also hedges removed and wildlife affected. When Grovelands was being built many years ago, there was a meeting about there being a need for a new school - none was built. Instead, the Blenheim Road primary school was turned into a centre for adults with learning difficulties, and this was eventually built on for housing. If they do build, how far will children have to travel to school? Safely. There sill be lots of congestion on the roads, loss of wildlife and lovely open spaces. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1057 | 10/10/2017 | S D | Rugg | | | | | N |
| 3163 | Comments | | | | | | | |
| Oxford City cannot manage its own housing. A recent development has a 3-bedroom house to be sold for £600,000 - affordable - no. More must be done to solve Oxford City's housing within Oxford City boundaries. Much of the land shown as possible development is flood plain - nowhere else for the water to go. Currently 3 weeks to get a doctor's appointment - another 12,000 residents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1058 | 23/08/2017 | Mr & Mrs | Moore | | | | | N |
| 3168 | Comments | | | | | | | |
| In addition to above policies object most importantly to building on GB land which should never be done. The roads in Kidlington are already getting busier than ever - partly due to thousands of houses that are being/have been built at Bicester plus building of Oxford Parkway. Doctors' surgeries already buckling with increased population and will be worse when GP practices are all an amalgamate, hence less GPs! Moved here several years ago from Oxford for healthier lifestyle but with proposed plans pollution will increase and Kidlington will virtually become part of Oxford. It is obvious with the new train stations locally this will encourage London commuters and buy-to-let markets! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1059 | 04/10/2017 | Clare | Phillips | | | | | N |
| 3173 | Comments | | | | | | | |
| The infrastructure i.e. roads will not sustain the extra traffic generated by 4,400 houses. The schools and doctors' surgeries are all full now. The Gb north of the Park & Ride floods each year by Sainsbury's. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1060 | 01/10/2017 | Mrs F M | Boolt | | | | | N |
| 3178 | Comments | | | | | | | |
| Strongly object to the building of houses on our GB land. Traffic accumulation, pollution, flooding, noise levels. There are 2 roads into Kidlington and 2 out, not including the local rat run. Recent accident on A34, complete gridlock and traffic built up through Kidlington. GB was given for a reason and that was not to be built on. there re other sites that can be used on the other side of Oxford. Do not want to be joined to Oxford City because that is what's going to happen. Won't pay their huge council taxes. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1061 | 02/10/2017 | Peter | Druce | | | | | N |
| 3183 | Comments | | | | | | | |
| Do not believe the requirement for this scale of housing has been justified or proven. Indeed recent government forecasts are reducing the number required. The areas on the plan are all on GB land which is a permanent designation and housing needs are not a reason to build. All the proposed areas would access north Oxford on already highly congested roads. The plans show no ideas to improve what will be a much heavier traffic flow. Surely when the plans come u[for consultation there should be detailed and costed measures. Cherwell Council appear to be rushing into this process under pressure from Oxford City Council without the necessary due diligence. Regarding 'urban sprawl', residents in the villages affected value their identities as part of a 'village' community, of which keeping a 'green belt' between them and Oxford is important for recreation and, in the case of North Oxford golf club, an important sporting and social facility. Having seen how developers manage to circumvent their obligations to build affordable housing I do not see this proposal will help the need for lower cost housing. Do not see this as a sound and justified plan. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1063 | 24/08/2017 | L & CF | McKeever | | | | | N |
| 3193 | Comments | | | | | | | |
| Yes! To building some actual affordable homes for Kidlington's own low-paid workers. No to the proposed overwhelming deluge of housing proposed for so-called 'Oxford Overspill'. Aware of the recent attraction of living in Kidlington through the opening of our railway station. With easy access to London, new jobs from Northern Gateway Business Park there is hope that new housing will accommodate workers and people moving into the area. Our village provides access to essential services within walking distance, and beautiful countryside which we value greatly and are desperate to keep. We do not want to be part of a large urban sprawl and its pollution nor do we want to lose our GB. We already have extra traffic with the new situation, and there will be more with the housing being built in the other vilages and there is no visible source of funding or costing for the infrastructure in the policy. Will there be money to develop new facilities or do we continue to develop what we already have? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1064 | 20/08/2017 | E | Morris | | | | | N |
| 3198 | Comments | | | | | | | |
| Believe that the proposal is unsustainable because the infrastructure will not cope, the GB needs to be kept, public services area already under severe strain and closure of Sandy Lane will mean a long detour to the garden centre. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1065 | 23/09/2017 | Norma | Aubertin-Potter | | | | | N |
| 3203 | Comments | | | | | | | |
| The GB should NOT be destroyed - by doing so noise & pollution will increase and we will lose valuable habitat for animals and birds. What about the increase in traffic from 4,400 homes? Most homes have 2 cars and the roads are already clogged at most hours. We do not have enough schools for the increase, doctors etc. are lacking already, with waiting times long. Why do we need a railway station at Sandy Lane? Surely the farmers need the GB? Why do we have to import food from abroad just because green fields are being lost forever? We just do not have the facilities for all this development. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1066 | 28/09/2017 | Anthony | Andrews | | | | | N |
| 3208 | Comments | | | | | | | |
| Believe that building 4,400 houses in and around Kidlington , Yarnton and Begbroke will create another satellite district of Oxford just like Summertown, Wolvercote and Cowley. The loss of GB between Kidlington and Oxford is a disaster. We are an independent village and wish to remain so. Stop creating more industry within the city when there is not enough housing to cover these new employees. Build houses instead within Oxford and accommodate those already here. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1067 | 21/09/2017 | Gordon | Tasker | | | | | N |
| 3213 | Comments | | | | | | | |
| I agree with the objections. The proposed plan is unsound, not positively prepared, not justified and not effective. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1068 | 10/08/2017 | Mrs Joyce | Ruiz | | | | | N |
| 3218 | Comments | | | | | | | |
| In these proposals no consideration has been given to the flood threat. South east Kidlington has flooded during periods of heavy rain - already a known threat and the River Cherwell burst its banks in 1998., resulting in 98 homes on the Cherwell estate being flooded. Although a bund has been built to a 1 in a 100 year level , the new levels set by the Environment Agency is one in 150 year height, with the current level now failing this recommendation and leaving these homes vulnerable to flooding in the future. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1069 | 23/08/2017 | Louise M | Green | | | | | N |
| 3223 | Comments | | | | | | | |
| Object as the increase on the Yarnton Road will increase to unacceptable levels. The currant volume of traffic increases annually as it is. Object to the loss of Green Belt. Kidlington is a village, separate to Oxford. It is not a suburb, our village must retain it's independence and identity. The proposals are not suitable, they are designed to fill the developers pockets. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1070 | 10/10/2017 | A V | Smith | | | | | N |
| 3228 | Comments | | | | | | | |
| We have not got the room, roads, hospitals, schools, surgeries or infrastructure to take any more people / houses etc. All services above need money, which either we don't have or the government / councils will not spend it on the above. It will not change until someone has the courage to realise we're a small Island and as such we're full, particularly in Oxfordshire. Green Belt is just that, don't break it's law. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1071 | 24/08/2017 | Matt | Bassett | | | | | N |
| 3233 | Comments | | | | | | | |
| The number of houses that Cherwell want to build on the Green Belt is ridiculous. It would ruin the villages of Yarnton and Kidlington. We don't need that many in Oxfordshire. The currant infrastructure can't cope as it is. The A34 is full and needs expanding before houses should even be thought about. The housing plan hasn't been thought about, just greed from Cherwell once more. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1072 | 27/08/2017 | Julia | Cameron | | | | | N |
| 3238 | Comments | | | | | | | |
| Understand the need for available and affordable housing, but the sheer density of this plan will not work. Another 400-600 extra homes could be added to Kidlington area, but beyond that, numbers are just not sustainable for the arterial roads. If Oxfordshire needs are acute, could we ban London commuters from purchasing houses? Could we guaranteed that only key workers could purchase? This has not happened in Barton Park, which comes under Oxford City! We fear that developers will use the land for profit driven motives. Also very concerned not to have Green Belt built on. It would betray those who follow us. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1073 | 17/08/2017 | Mr CW & Mrs PS | Armstrong | | | | | N |
| 3243 | Comments | | | | | | | |
| Infrastructure is not there, you can wait over 6 weeks now to see a doctor of your choice. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1074 | 08/08/2017 | David | Bloomer | | | | | N |
| 3248 | Comments | | | | | | | |
| CDC is not able to deal with maintain the infrastructure it currently has in the area. There are congestions on the roads twice a day. The surface of the highways are very pot-holed and have been for the last 18 months, The medical centres can barely cope at the moment. Shipton-on-Cherwell was suggested for housing but CDC would not allow it, as it would cause congestion to the village. Doubt whether 50% will be affordable housing as it always drops once the building start down to 5% -10% as usual. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1075 | 21/08/2017 | J | Mills | | | | | N |
| 3253 | Comments | | | | | | | |
| We shouldn't have Oxford City's overflow. The houses are not affordable. Can't afford a two bedroom house here. The wages do not reflect the prices of the houses in Kidlington. We will see London overflow. No infrastructure. Already congested on the Oxford road during rush hours. Hardly any green belt here. Enough pollution already. Kidlington and it's heritage will be ruined. Too many people already buying-up our houses, not to live in but to rent out, at exorbitant prices. Long waiting times to see a Doctor. Don't want to merge with Oxford City. This is an opportunity for greedy developers. Do not feel that you're acting in the best interest of Kidlington & Gosford residents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1076 | 21/08/2017 | Pauline | Kearney | | | | | N |
| 3258 | Comments | | | | | | | |
| <p>The Green Belt is meant to be permanent. The health of future generations relies on open spaces and adequate leisure. The NHS services are overstretched and not adequate for the existing local communities which exist in neighbouring villages. Massive development would destroy local communities. The influx of London commuters would have little respect for such communities or Oxford itself. The high prices of recently built houses in Oxford demonstrates the lack of provision for key workers but serves the "buy to let" markets. Our young people will not get the affordable housing they need.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1077 | 24/09/2017 | John | Sear | | | | | N |
| 3263 | Comments | | | | | | | |
| <p>Over development of village. No infrastructure proposed. No relief road around the village. No A40 modifications.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1078 | 21/09/2017 | Glenda | de la Bat Smit | | | | | N |
| 3268 | Comments | | | | | | | |
| <p>The public meeting on the 21 Sept. at Kidlington indicated that Oxford's "unmet housing need" has not been quantified accurately. Further development planning should be halted until a more precise forecast is published. Kidlington's unique character has altered in the last 6 years. Family houses have been replaced by expensive rental properties and overpriced flats have been slow to sell. Hundreds of new homes, commuting residents and cars will only stretch the local amenities and infrastructure to breaking point. Oxford Road is gridlocked at peak times, further development on either side of it will only add to the problem and traffic pollution. The Green Belt is an irreplaceable resource and defence. Once developed, the unique character, variety and eco system of Kidlington, Gosford, Yarnton and Woodstock will be gone forever, including the green "lungs" which run alongside several very busy roads. CDC must think again!</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1079 | 22/07/2017 | Chris | Eyre | | | | | N |
| 3273 | Comments | | | | | | | |
| <p>1. The boundary of the northern edge of Oxford protects it from becoming a continuous sprawl as in other places e.g.. Reading. This should be respected. 2. The traffic situation is already acute - as a resident of 25 yrs. find myself trapped in home. This area cannot have more houses.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1080 | 22/07/2017 | Mrs S | Connell | | | | | N |
| 3278 | Comments | | | | | | | |
| <p>When is a village not a village? When Oxford wants to make it into a city?! Kidlington is a village. Pollution is at such a high level on our roads now. Traffic is at a standstill most days when schools are in session, clogging up our roads pumping out fumes. Oxford has plenty of underdeveloped land, why are they not using that? Realise that people need housing but why only Oxford? Kidlington people need housing too!! Green belt is there for a reason, to stop Oxford from encroaching into villages, we remove that then Kidlington becomes Oxford City. We have seen our share of housing for the overspill of Oxford once before - I feel strongly that Kidlington will suffer from this over development to our infrastructure.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1083 | 22/07/2017 | D | Jones | | | | | N |
| 3291 | Comments | | | | | | | |
| <p>Especially PR11.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1085 | 04/10/2017 | Mrs S | Morton | | | | | N |
| 3300 | Comments | | | | | | | |
| <p>Unreasonable to expect the Green Belt to be used for the Oxford overspill. Object to PR1, PR3, PR11. Agrees that the public has not had enough time to read and understand the proposals. There must be empty business spaces and empty housing that can be used. Schools and GP's are overstretched now, how will it be when 4,400 new houses are built? If the green belt is demolished it will damage the environment and our health. The loss of rural life and villages will be outrageous.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1086 | 25/08/2017 | Michael S | Bradley | | | | | N |
| 3305 | Comments | | | | | | | |
| <p>Totally wrong to extend small village and take away countryside walks and environment. When there are more effective ways of providing economic housing within the city boundaries. Also noticed that once again houses are being built on flood plane, increasing the risk of floods.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1087 | 11/09/2017 | C | Sherriff | | | | | N |
| 3309 | Comments | | | | | | | |
| Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Unneeded and unwanted development. keep valued farmland to green belt for future generations! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1088 | 28/09/2017 | Mrs Sheila | Churchill | | | | | N |
| 3314 | Comments | | | | | | | |
| Unacceptable loss of GB and the affect on the local population and wildlife. Unacceptable increase in traffic and stress on local services. Unproven/inflated estimate of housing need. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1089 | 25/09/2017 | Wendy | Cowley | | | | | N |
| 3319 | Comments | | | | | | | |
| Objection to proposed development. After attending the meeting at Exeter Hall, the need for housing is understood, but for less than proposed. These houses should be affordable to stop local children having to move away as they cannot afford to live in Kidlington. The opening of the Parkway is a great advantage, but a commuter village is not needed. The golf course should remain as the traffic would be chaotic if more cars were to exit on Jordan Hill. Frieze Farm is unsuitable and would lead to ruination of Stratfield Break Wildlife area. All developments these days are advertised as luxury houses and flats. Local youngsters have to be able to remain in the area with a view to the future. As a suburb of North Oxford this would make Kidlington very expensive. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1090 | 28/09/2017 | R E | Hunt | | | | | N |
| 3324 | Comments | | | | | | | |
| Totally unacceptable to spoil the countryside GB around the City. We need the green spaces for us and our children. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1090 | 28/09/2017 | R E | Hunt | | | | | N |
| 3323 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1091 | | June | Boffin | | | | | N |
| 3329 | Comments | | | | | | | |
| Proposal has not been discussed sufficiently and members of the public were not given the opportunity to see and discuss these proposals. Proposed plan was not carefully considered, nor were the consequences of building this large number of houses thoroughly considered. An impetuous suggestion, not fully considered - with disastrous consequences. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1092 | 25/09/2017 | Bernard | Boffin | | | | | N |
| 3334 | Comments | | | | | | | |
| Not enough discussion was produced. GB should not be built on. No decision should be made until the Government state their guidelines. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1093 | 29/09/2017 | Simon | Godsave | | | | | |
| 3339 | Comments | | | | | | | |
| Not Justified. Not Effective. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1094 | 28/09/2017 | Mrs | Godsave | | | | | N |
| 3344 | Comments | | | | | | | |
| Not Justified. Not Effective. Banbury Road is already congested now. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1095 | 05/09/2017 | Jackie & Steve | Garlick | | | | | N |
| 3349 | Comments | | | | | | | |
| Kidlington is a lovely place to live, raise a family and then enjoy a happy retirement, which we have done and feel very lucky. Proposed developments will change this and bring problems. Traffic flowing through Kidlington will increase and the surrounding roads (particularly A44) will become almost at a standstill during rush hour. Shopping and parking in the village will be more difficult and footfall in already overstretched GP surgeries will increase. People will be unable to enjoy many open spaces locally and will suffer along with wildlife. Please do not allow this proposal to be passed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1096 | 05/10/2017 | Sue | Wrist | | | | | |
| 3354 | Comments | | | | | | | |
| Not justified. Absolutely preposterous. Kidlington will be joining Oxford City. GB is totally necessary for insects, animals and fauna. The golf club is a good green space where it has been for years. Don't take peoples' local leisure away. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1097 | 05/10/2017 | Mr & Mrs | Hand | | | | | N |
| 3359 | Comments | | | | | | | |
| Traffic at the Sainsbury roundabout is chaotic in the morning backing up the village and on the slip road. Residents are sometimes unable to get out of their gates until 09.00 - 09.15. More traffic would add to the chaos and pollution. Building houses so close to our properties would destroy residents peace of mind and bring a town onto our doorstep. We don't want to be part of a town or Kidlington. We are Kidlington villagers and want our green spaces where they should be - they cannot be put back once built on. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1098 | 05/10/2017 | Betty | Laith | | | | | N |
| 3364 | Comments | | | | | | | |
| Too many people living in this area already and cannot accommodate anymore. Surely there is land further away without encroaching on this GB land. Totally unfair to local residents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1099 | 10/10/2017 | Turid | Walsh | | | | | N |
| 3369 | Comments | | | | | | | |
| It appears that Oxford's housing need is not as high as expected, hopefully the number of houses planned for Kidlington, Yarnton and Begbroke will go down accordingly. Objection to the golf course being built on. Worries that the houses will not be affordable. Worries about the GB disappearing. Worries about public services which are already struggling. Worries about traffic, infrastructure and pollution. Kidlington roundabout has traffic queues most days. Worries that walks, views and wildlife will be lost. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1100 | 10/10/2017 | Vassilis | Karatzios | | | | | N |
| 3374 | Comments | | | | | | | |
| The plans to close Yarnton Road and build a station where the level crossing is, is utter madness. This would cut Yarnton off from Kidlington. Yarnton villagers visit Kidlington for shopping and the Health Centre and vice versa. It is more convenient for some Kidlington residents to go to Yarnton Medical Practice as this takes the pressure off of Kidlington. A 5 mile detour to get to Yarnton would not be feasible for many people. The Key Medical Practice is oversubscribed already without the thousands of extra patients coming from the new-build houses. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1100 | 09/10/2017 | Vassilis | Karatzios | | | | | N |
| 3573 | Comments | | | | | | | |
| The traffic into Oxford is appalling and Kidlington cannot take any more houses. Schools are full and the health centre is a full capacity. Some of the planned houses are to be built on the flood plain between Kidlington and Yarnton. Cherry Close has flooded in the past and the canal cannot take any more water flowing into it at times of heavy rain. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1101 | 10/10/2017 | Brian | Beesley | | | | | N |
| 3379 | Comments | | | | | | | |
| No building on GB. Infrastructure (buildings, roads, power supplies), traffic and all other services will come to a standstill. Schools, medical facilities are already under immense pressure. All of these reason say infrastructure will not cope - so STOP OXFORD's SPRAWL. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1102 | 10/10/2017 | Sarah | Karatzios | | | | | N |
| 3384 | Comments | | | | | | | |
| Lives in Cherry Close in Kidlington & thinks that the proposals to build 100s of new homes around the village is complete madness. Oxford has plenty of housing which is occupied by students for only part of the year. If the 2 Universities were to take more responsibility for their own student accommodation & either build a few student blocks on the outskirts of the city, with transport into the city organised. Alternatively they higher their entrance requirements & take fewer students so that less accommodation is needed, this would free up the student houses in one fell swoop. I'm sure people who work in Oxford would prefer to live in Oxford, rather than face a bus journey into the city, which can take over an hour & is expensive. It's all a matter of money isn't it? The University doesn't need to sell off GB land to developers, it is just greed. Most of the new houses wont be affordable for local residents & will be lived in by London commuters. Save the golf course. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1102 | 09/10/2017 | Sarah | Karatzios | | | | | N |
| 3568 | Comments | | | | | | | |
| Oxford - this was about 5 years ago and things have got worse since then. If more house were built in and around Kidlington - supposedly for Oxford workers - this appalling situation would only get worse. I thought the GB was sacred! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1103 | 12/09/2017 | A E | Dudley | | | | | N |
| 3389 | Comments | | | | | | | |
| 1. Make empty houses accessible to tenants or for buyers ('affordable housing') 2. There will be inadequate infrastructural amenities pro rata for new housing. 3. Environmental killing will result! 4. GB land was promised to be unbuilt on by the government (it will never return to it's original state). 5. Overcrowding on the roads. 6. Destroying villages and countryside character. 7. Build cycle paths not houses! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1105 | 10/10/2017 | Mrs Alison | Machin | | | | | N |
| 3402 | Comments | | | | | | | |
| GB must be protected but this is Oxfords problem - not Cherwell's. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1106 | 10/10/2017 | Katrina | Jenkins | | | | | N |
| 3409 | Comments | | | | | | | |
| I do not understand why no major developments have taken place over the last 10 years but all of a sudden we are expected to lose part of Cutteslowe Park and lots more land in surrounding area. Where are all these people who are going to live in these houses going to work? Millions of pounds have been spent on 2 local roundabouts but traffic delays still occur. More cars on the road is not going to help. Millions are being spent on the Westgate but jobs cannot be filled - earning £7.50 and hour will not qualify for a mortgage. Promises are made on Barton developments but houses are going to be £600,000 plus - total greed/madness. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1107 | 10/10/2017 | V | Butcher | | | | | N |
| 3414 | Comments | | | | | | | |
| No consideration to all the consequences of building on what is called 'The Kidlington Gap'. If you build on this area (golf club etc.) then rain water will be unable to soak away and as a result Kidlington will flood right up to the High Street. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1108 | 10/10/2017 | Roy | Hounslow | | | | | N |
| 3419 | Comments | | | | | | | |
| Not Justified No justification for this 'land grab'. If Oxford needs additional housing there is plenty of room within their existing boundaries. This must not be allowed to happen under any circumstances. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1109 | 10/10/2017 | Hilary | Watkins | | | | | N |
| 3424 | Comments | | | | | | | |
| Kidlington bus services are already overloaded (as a commuter I experience this daily) at peak periods and GP surgeries already have very long waiting lists (3 weeks and getting worse) Thousands of additional homes will only add to the pressure on local services and amenities. Loss of GB will mean precious environmental heritage will be lost forever to local residents of all ages. It will impact on many facets of life - for me personally, my job. The damage caused by the accompanying pollution will be of huge scale. This will mean an increase in health problems. We do not need 4,400 houses. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1110 | 25/09/2017 | Miss L | Smith | | | | | N |
| 3429 | Comments | | | | | | | |
| <p>Objection based on many factors. Destroying the lovely views, walks and wildlife that would be LOST FOREVER. It would create an absolute traffic nightmare scenario daily - already bad now but would be horrendous. Public services would have added struggles. Surgeries would be unable to fulfil the needs of the community being pushed to the maximum causing suffering for all. Years ago Kidlington took overspill (now Grovelands) but we should not agree to any proposals which would cause suffering and change Kidlington. It is currently a nice place to live. People do not want the GB destroyed. Please listen and leave it alone.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1111 | 10/10/2017 | Norman | Davies | | | | | N |
| 3434 | Comments | | | | | | | |
| <p>GB is there for a reason to stop urban sprawl. There is no unmet housing needs. Keep the golf Club land (no Houses).</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1112 | 10/10/2017 | Miss P | Edgington | | | | | N |
| 3439 | Comments | | | | | | | |
| <p>GB land is important for the well-being of residents. All the schools in Kidlington are close to main roads and therefore pollution. Kidlington is a village and cannot take more traffic. If Oxford needs more housing, why not use land between Shotover, Wheatley and Cuddesdon. There are dual carriageways and a motorway close. If in future "still at risk" sites are considered, will there be a new timetable to object?</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1113 | 10/10/2017 | Linda | Brogden | | | | | N |
| 3444 | Comments | | | | | | | |
| <p>Not Positively Prepared. Not Justified. Not Effective. Strong Objection</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1114 | 10/10/2017 | RK | Brogden | | | | | N |
| 3449 | Comments | | | | | | | |
| <p>Like walking a lot in the open fields around Kidlington. Houses are not wanted. The roads cannot handle the current amount of traffic. Doctors, Dentists, schools, etc., cannot cope.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1115 | 10/10/2017 | William | Norton | | | | | N |
| 3454 | Comments | | | | | | | |
| <p>GB should be preserved as much as possible. Kidlington does not have sufficient resources (schools etc.) to take more houses. Already too much traffic, more houses would create more traffic.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1116 | 10/10/2017 | J | Nelson | | | | | N |
| 3459 | Comments | | | | | | | |
| <p>Proposal does not address: Transport issues - five thousand minimum extra cars. Green Countryside Losses. Pressure on local services (Doctors, Dentists, shops etc.). The creation of a mega conurbation of Begbroke, Yarnton, Kidlington in Oxford.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1117 | 10/10/2017 | P | Clarke | | | | | N |
| 3464 | Comments | | | | | | | |
| <p>Objection from Kidlington resident as traffic is horrendous now, what will it be like when houses are built. Houses will not be affordable for local Kidlington people, but for people from London and areas around, who will make use of the train stations. Feel that the Council are only out to make money not help the people.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1118 | 10/10/2017 | Bryan | Franks | | | | | N |
| 3469 | Comments | | | | | | | |
| <p>Need for more affordable houses i.e. those that nurses, teachers, fire and police officers can afford as Oxford is already too expensive for these key workers to buy a house, so there is already a shortage of key workers in Oxford. We cannot provide</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1119 | 10/10/2017 | R | Wheeler | | | | | N |
| 3474 | Comments | | | | | | | |
| There will be a strain on the water supply and sewage treatment. Pollution levels will rise due to increase in vehicles on roads and more central heating systems. Doctors' surgeries are already under strain. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1121 | 10/10/2017 | L | Sullivan | | | | | N |
| 3484 | Comments | | | | | | | |
| Think too many houses will be built. It is important that we not lose the GB. We need areas to walk which is good for our health. If this number of houses are built roads will not be able to cope. Think this area will get gridlocked. Will there be enough water to supply these homes? It will also put increased pressure on schools and doctors' surgeries. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1122 | 10/10/2017 | Mrs Josephine | Lee | | | | | N |
| 3489 | Comments | | | | | | | |
| Save our Greenbelt! Look after what we have. Kidlington does not need more traffic and the housing would not be affordable to the younger generation. It would not affect Oxford City Council as they don't have to live here. Kidlington does not need to expand. Already Kidlington has sewage problems. We also need Sandy Lane - without this route traffic and pollution would be high! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1122 | 24/08/2017 | Mrs J | Lee | | | | | N |
| 756 | Comments | | | | | | | |
| View on Land North and South of Milton Road is that....Kidlington has too many homes already so does not need more. Other sites in Cherwell should be looked at. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1123 | 10/10/2017 | Mr & Mrs K & J | Abraham | | | | | N |
| 3494 | Comments | | | | | | | |
| Strongly object to the above policies. The proposed plan is unsound, not positively prepared, unjustified and ineffective. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1124 | 10/10/2017 | Mr M | Stringer | | | | | N |
| 3500 | Comments | | | | | | | |
| We should preserve the GB for future generations; I am shocked to see this plan which aims to destroy the wildlife sanctuary woodland have created at PR6c! The whole exercise is a money grab on the back of an otherwise clever transport solution at Oxford Parkway station! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1124 | 10/10/2017 | Mr M | Stringer | | | | | N |
| 3499 | Comments | | | | | | | |
| Consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective. Specifically, think that the new rail station at Oxford Parkway, and the station at Oxford, which form a comprehensive, connected and integrated public transport network (together with bus routes) can bring commuters into Oxford to fill the many new jobs we may see in the future. There are huge developments of housing at Bicester & Didcot which will house such a workforce. If the proposed new housing for Cherwell goes ahead Oxford and its environs will be choked with vast number of people and the roads will become gridlocked, resulting in failure of the city. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1125 | 13/09/2017 | C M | Jackson-Houlston | | | | | N |
| 3504 | Comments | | | | | | | |
| Housing development in southern England is currently unsustainable, and based on inflated forecasts of need generated by the construction lobby. These forecasts need vigorous revision, not the sacrifice of further GB. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1126 | 06/09/2017 | Kim | Bennell | | | | | N |
| 3509 | Comments | | | | | | | |
| Concern about impact on transport structure. Already bottleneck at the A34 Pear Tree roundabout - cannot handle anymore traffic. Public transport is not an option for those who do not work in the centre of Oxford. More houses = more cars = more time wasted and stress getting to work. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1127 | 14/09/2017 | P & B J | Wood | | | | | N |
| 3514 | Comments | | | | | | | |
| Strong objection to building 4,400 houses in the Kidlington/Begbroke/Yarnton area: 1. Oxford City has historically failed to meet it's own housing needs and chosen to put the city's environment and economic growth above essential and sustainable social and affordable housing and public provision. 2. Area is largely GB and should therefore not be built on - to do so contravenes National Policy and threatens everyone's well being. 3. Proposal are not costed and type of housing is not sufficiently specified. Little or no certainty that social housing will be prioritised and every indication that the developers priorities will be on individual units. 4. Upgrading of infrastructure to cope with extra residents is not addressed. Roads are already congested and worsening, GP surgeries are full, schools have little room for expansion, recycling provision is stretched, there is a history of sewers overcharging, etc. More sprawling low density development like we have seen before is not a solution. Oxford City together with Oxford University need to find a more imaginative, fairer, effective and sustainable future for the area through co-operation with their neighbours not domination. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1128 | 25/09/2017 | Mark | Gardner | | | | | N |
| 3519 | Comments | | | | | | | |
| 4,400 homes = 4,400 cars average household 3.5 people. Means 4,400 school spaces for schools already at max. Massive impact on roads which are already congested. More buses. It will boost local economy but likelihood of trade not coming into villages will have an impact. Affordable housing - plans for Woodstock priced at one million upwards is hardly affordable. This is not the expressed will of the local community. The revised figures, right number of houses, right number of people, downgrades the figures into hundreds not thousands. Look after local needs first above attracting business for homes. OCC do not have rules over the Kidlington Gap - This is Cherwell not Oxford. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1129 | 18/09/2017 | Mrs M G | Kibbey | | | | | N |
| 3523 | Comments | | | | | | | |
| 1. No costs shown for infrastructure schedule. What road improvements are scheduled for houses in area PR6b, PR6a and PR8 as already very congested. 2. Noted additional swimming pool space - this would be needed as well used by public and schools at present. 3. No definite mention of extra health services - existing surgeries are already over subscribed with people waiting 2-3 weeks for an appointment. 4. More retail space would be required for the number of houses. 5. Agreement with open green space policy and having canal side parkland, and wildlife corridors unlike the canal area ear Oxford where housing has been built up to the canal pathway. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1130 | 24/09/2017 | Richard L | Eddy | | | | | N |
| 3528 | Comments | | | | | | | |
| Why not build 5000 houses on the old cement works at Shipton on Cherwell? The present proposals seem to be a bid for Oxford City to expand northwards. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1131 | 24/09/2017 | Amy & Michael | Shorter | | | | | N |
| 3533 | Comments | | | | | | | |
| Oxford should be doing more to meet it's own needs than building unaffordable houses in our beautiful countryside. There will be even more pressure on our underfunded services such as schools and doctors surgeries. There will be even more disruptions with community to and from work - there are always hold ups in the mornings. This will also cause more pollution. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1132 | 26/08/2017 | Sonya | Willoughby | | | | | N |
| 3538 | Comments | | | | | | | |
| Traffic, heavy lorries and pollution through Kidlington already worse, more development with not sufficient infrastructure will make it even worse. Cycle lanes and better buses will not stop people using their cars to get to the larger stores. GP surgeries cannot cope now, one more surgery will not be sufficient for proposed number of new homes. Master plan states no urban sprawl and this will do just that making the master plan a waste of time. These houses will not be affordable, Barton estate is case in point. Developers will say it is not viable. More houses at Woodstock will mean more traffic along A44. Park and Ride is fine not everyone works in Oxford. Houses for Nurses etc., is fine but what about the young people - What constitutes affordable housing? Plenty of flats and house for sale or rent in Kidlington at the moment - not being brought or rented. So why more houses taking away swathes of GB. This will spell disaster for all the villages in it's path and the well being of residents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1132 | 10/10/2017 | Sonya | Willoughby | | | | | N |
| 4361 | Comments | | | | | | | |
| To build on the Golf Course would take away valuable GB land between Oxford and Kidlington, making Kidlington part of Oxford. Kidlington still retains a village feel despite it's size and this would be taken away. The proposal to re-establish the Golf Course some little distance away is not viable in that it is a flat field and would take years to build and finance. There should be even more traffic coming out on Jordan Hill. The GB's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and it's walks and views lost. Natural habitats and wildlife would be destroyed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1132 | 10/10/2017 | Sonya | Willoughby | | | | | N |
| 4360 | Comments | | | | | | | |
| What is affordable housing? Barton Estate has one bedroom flats for £300,000, hardly affordable. The amount of social housing was cut down and developers said it was not viable. The only way to alleviate housing shortage is to go back to council houses built by the Council. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1132 | 10/10/2017 | Sonya | Willoughby | | | | | | N |
| 4359 | Comments | | | | | | | | |
| <p>There is not the infrastructure to support that many houses. When the M40 first opened traffic, especially lorries diminished somewhat. It is now getting worse day on day the lorries and car transporters that come through are huge, spewing out fumes. No amount of cycle lanes and better services will make any difference because people want to use their cars. The Northern Gateway development already means more traffic. Where are the plans for new roads to cope with all this traffic? GP Surgeries cannot cope now, one more will be required to cope with demand, but there is a chronic shortage of GPs.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1133 | 06/10/2017 | Mrs J & Mr C | Floyd | | | | | | N |
| 3543 | Comments | | | | | | | | |
| <p>Underfunded public services, GP services, schools etc., will not be able to cope with extra pressure and would be at breaking point. No adequate transport measures proposed to cope with increased traffic congestion. Roads are not maintained very well now and repairs do not last. Will cause more pollution and breathing problems and noise. Drainage and sewerage will not take much more pressure and could cause more floods. Keep the Golf Course where it is, will create more problems if moved. Need more affordable houses but not on GB. Developers want buy to let market and rents are usually quite high. Need to keep GB for many reasons; to benefit all, walks, wild life. If built on will be lost forever. It protects Oxford from being overdeveloped and keeps nearby villages separate. We do not want to be part of Oxford for many reasons. Our villages run things better.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1134 | 06/10/2017 | Margaret & David | Dee | | | | | | N |
| 3548 | Comments | | | | | | | | |
| <p>This development will not solve Oxford's alleged housing problems, which are not proven. The need is for affordable and key worker housing. This plan will mostly provide for London commuter belt. Oxford should release their own land for housing. Keeping it for commercial purposes will only increase the problem with more pollution and congestion. Relocation/development of jobs away from Oxford City. Northern Gateway does not justify this amount of development. It is not an exceptional case so GB should be protected. The Golf Course cannot be easily relocated - the suggested site is too small for an 18 hole course and the land owners have other lanes for this area. Golf Course is also an important wildlife habitat. Recreational land is vital for physical and mental wellbeing and will be required for current and future needs. Scale of development is far too large to be sustainable. The health, educational, recreational and transport needs cannot be met. Current congestion in the area will get substantially worse. No matter how much public transport is offered, direct links to correct areas will not appear. Not many jobs are North Oxford or City. Travel to other areas (e.g. Headington) already takes 1 hour at peak times by bus. The individual identities and community spirit of Kidlington and surrounding will be lost.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1135 | 05/10/2017 | R D | Walton | | | | | | N |
| 3553 | Comments | | | | | | | | |
| <p>Now revised Government formula for calculating housing needs, therefore figures should be revised. GB land should not be used. Public consultation not taken seriously.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1136 | 06/10/2017 | G | Furry | | | | | | N |
| 3558 | Comments | | | | | | | | |
| <p>Objection because so much land has been lost for buy to let depriving many people of the chance to buy for themselves. There is already enough houses.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1137 | 09/10/2017 | David | Lee | | | | | | N |
| 3563 | Comments | | | | | | | | |
| <p>Roads congested already. Schools and Doctors full. Unaffordable houses. No answers from questions to council.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1140 | 06/10/2017 | Sheila E | Middleton | | | | | | N |
| 3578 | Comments | | | | | | | | |
| <p>Area is already overcrowded and has been identified as one of the most polluted cities in the UK. The increased traffic would add to this. Provides a valuable and essential amenity in a heavily built up area; a breathing space for recreation and walking. Infrastructure and public services will be over stretched. Any extra housing should be on brown field sites and affordable for key workers.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1141 | 08/09/2020 | Lawrence J | Middleton | | | | | | N |
| 3583 | Comments | | | | | | | | |
| <p>GB is to prevent urban sprawl an is essential for wildlife and well being of residents. We do not want to become London commuter belt. Housing should be brownfield, affordable, key workers, high density, well designed eco builds. Traffic congestion already appalling. Government figures are not accurate. Property developers just want to make money.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1142 | 30/09/2017 | Mrs Patricia | Shaw | | | | | N |
| 3588 | Comments | | | | | | | |
| <p>Stop the urban sprawl. Important to keep the GB it will never be reclaimed. Keep villages separate from towns to preserve communities from overdevelopment. Any new homes should be affordable for 'key workers' and not for 'buy-to-let' or commuters. Doctors, schools, nurseries, etc. will need to be included in any plans. Leisure facilities are lacking for young people i.e.: cinema, ten pin bowling, larger swimming pool, possible outdoor swimming pool. Only one superstore at present with limited parking for increasing population - at least one more required. Traffic congestion and pollution has not been though through. Asthma is on the increase. Residents need space for reflection and children a space to enjoy and explore nature. Don't forget more people need more policing. Overcrowding causes stress. Councils cannot keep approving development in such small plots. Neighbour noise disputes are on the rise. People must have space.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1143 | 04/10/2017 | Ray | Norrie | | | | | N |
| 3593 | Comments | | | | | | | |
| <p>Cherwell Council should sort out it's own problems and leave Oxford Council to do the same. As a ratepayer of Cherwell do not wish for any of our resource to solve the problems of the City. GB should be sacrosanct. Cherwell has a housing problem and if land is available it should be built on for residents wanting to live in Cherwell. Kidlington (Cherwell) has its problems with the environment, traffic noise and pollution, difficulty getting from place to place and pollution form the airfield. (Recalls a public meeting in Kidlington where complaints about noise/pollution from the airfield was discussed. The Chairman of the Council gave an undertaking that traffic from the airport would be reduced - it has increased). Kidlington's population has increased but the services to the public have not increased proportionately. Cherwell should look at this. Whilst people's expectations are increasing, services are unable to cope. Cherwell has it's own role to fill and cannot cope with the City's problems.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1144 | 01/10/2017 | M J | Elliott | | | | | N |
| 3598 | Comments | | | | | | | |
| <p>The likely volume of extra traffic generated by these proposals will seriously inconvenience those of us who live very close to the Banbury Road roundabout in North Oxford/Summertown; congestion at certain times is bad enough already. The loss of a chunk of the GB will affect us adversely here too.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1145 | 01/10/2017 | Mrs M | Elliott | | | | | N |
| 3603 | Comments | | | | | | | |
| <p>GB should not be built on - it is vital to leave corridors of open land for human health and for wildlife and vegetation. So many houses should not be built near to a city which is already struggling to deal with traffic congestion, and where the public services are overloaded. The proposal to build near to the Oxford Parkway Station will attract London commuters, adding to these problems. The Golf Course should remain where it is at present, as part of the green corridor.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1146 | 04/10/2017 | Daria | Nastri | | | | | N |
| 3608 | Comments | | | | | | | |
| <p>Unsound. Not Positively Prepared. Not Justified. Not Effective.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1147 | 04/10/2017 | Mik | Ashfield | | | | | N |
| 3616 | Comments | | | | | | | |
| <p>Unsound. Not Positively Prepared. Not Justified. Not Effective.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1148 | 02/10/2017 | Lucy | Pilgrim | | | | | N |
| 3623 | Comments | | | | | | | |
| <p>This is all about greed and money for the few to the detriment of the many local people. Strong objection to this proposal.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1149 | 03/10/2017 | Mary | Franks | | | | | N |
| 3631 | Comments | | | | | | | |
| <p>Kidlington does not want to be part of Oxford. 1. Values location within GB 2. Why do Oxford want to build commercial/industrial estates when employment is low in Oxford. The land (e.g. Northern Gateway) should be used to build affordable houses for local residents especially first time buyers. 3. Kidlington residents do not want more large houses built between Kidlington and Oxford which would cater for London commuters not local people. 4. North Oxford Golf Course should be left where it is as it is acceptable use of GB land. 5. No proper plans given on costings for improvements to cut traffic congestions which is bad enough already. 6. Local services especially GP/Schools are struggling to cope now.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1150 | 25/09/2017 | Robin | Cowley | | | | | N |
| 3636 | Comments | | | | | | | |
| Objection to proposed developments around Kidlington, Yarnton and Begbroke. The amount of GB land will be gone forever and so too the amount of wildlife will be extinguished from this part of the county. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1151 | 09/09/2017 | Ida D | Leach | | | | | N |
| 3641 | Comments | | | | | | | |
| Strong disagreement to building on GB, once built on there is no turning back. Green areas are needed and enjoyed - we don't have many. Infrastructure could not cope with so many houses being built in one area. Already too much traffic through Kidlington. We wish to remain separate from Oxford. Please - Please re-consider. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1152 | 12/08/2017 | Georgina | Ashton | | | | | N |
| 3646 | Comments | | | | | | | |
| More schools are required. Better roads are need to stop congestion. Doctors - 10,000 more residents. Difficulty with parking for shoppers. Strong belief that GB should remain for nature reasons. We need our Green to survive. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1153 | 12/08/2017 | G | Pollard | | | | | N |
| 3651 | Comments | | | | | | | |
| Once the GB is built on there is no going back. Kidlington has already changed a great deal which is a shame. Enough is enough, there is not the infrastructure, already there is a 3 week wait for a non-urgent doctors appointment and you cannot drive out of Kidlington before 09.30 most weekdays. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1154 | 16/08/2017 | Lianne | O'Sullivan | | | | | N |
| 3656 | Comments | | | | | | | |
| It seems stupid to build on the Golf Course and develop another which will take years to establish. The number of houses appear excessive for a city's overflow and to take up so much GB from our village. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1155 | 11/08/2017 | Emma & Gary | Billingham & Sargent | | | | | N |
| 3661 | Comments | | | | | | | |
| The roads in this area are already gridlocked from 7.20 am and residents in Islip/Wood Easton are frustrated by the constant stream of traffic as people try to avoid the ring road. GB is in place to prevent developers from building on every inch of available land permanently damaging the environment for future generations; every time the GB is built on this sets a precedent. Already routinely waits 3 - 5 weeks for a GP appointment, primary school classes up to 32. Kidlington already needs a better infrastructure. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1156 | 12/08/2017 | N H | Crombie | | | | | N |
| 3666 | Comments | | | | | | | |
| No consideration ref flooding. No indication as to where water supply to come from and if sustainable. No indication ref increase in traffic and what to do about it. What provision for improved public transport especially in view of recent cut backs? What size would house be and what density - no indication. No provision for open spaces and 'green access'. Shutting Sandy Lane would cut off Yarnton and Begbroke from Kidlington facilities. Where would power/gas supply be sources from - strain on networks. Overall impression is that plan is poor on detail especially ref infrastructure and transport and has been created as a 'knee jerk' response to central Government demands. Developers will try and cram as many houses as possible into sites with no consideration for residents. No comments in plan ref amenities to be provided and costs. No comments in plan ref loss of wildlife habitats. Any new housing should have solar panels. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1157 | 12/08/2017 | Joanna | Towersey | | | | | N |
| 3671 | Comments | | | | | | | |
| Has lived in Kidlington all their life. The GB should be protected. Green areas are for locals to enjoy. Has had countless enjoyable walks with the dog, feeling the benefit of exercise and getting the feel good factor. It is already unacceptable that it takes two weeks to get a GP appointment and you never get to see the same doctor. Wants our village to get better not worse. NO TO MORE TRAFFIC. KEEP THE GB. PLEASE LISTEN TO THE PUBLIC AFFECTED NOT TO £ SIGNS. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1158 | 11/08/2017 | Richard | Priscott | | | | | N |
| 3676 | Comments | | | | | | | |
| Local infrastructure, including roads, schools and GP services are not sufficiently included. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1159 | 10/10/2017 | Mrs J | Riordan | | | | | N |
| 3681 | Comments | | | | | | | |
| Proposed number of houses is excessive. Extra traffic will increase air pollution. Deprivation of land used for leisure activities. Considerable infrastructure will be needed. Character of affected villages will change. Object strongly to theft of GB. Oxford University is exploiting their powerful land ownership. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1160 | 06/07/2017 | S | Tonkin | | | | | N |
| 3686 | Comments | | | | | | | |
| Necessary traffic is already held up at rush hour periods. Only a proportion of houses are affordable - no guarantee of more? The GB and surrounds to existing villages are not only environmentally important they afford 'health walking' space (sponsored by Cherwell District Council) - no longer according to some estimations and others much enjoyed (e.g. PR7b) some land will be floodable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1161 | 05/09/2017 | Mr & Mrs J | Holland | | | | | N |
| 3692 | Comments | | | | | | | |
| 1. Oxford City should be forced to use brown field sites for housing, not continually stating they are for commercial purposes. 2. There is no proven need for 4,400 houses in the Kidlington area. Oxford's unmet housing need is not sufficient reason for encroaching on the GB. 3. If a Park & Ride is to be built adjacent to the A44, rapid bus transit should be down A44 to Pear Tree/Wolvercote into city, not through Kidlington. Transit through Kidlington is already difficult enough. 4. Where will extra: Medical Centres, Car Parks, Schools be built to cope with influx. How will water supplies, sewerage systems and gas/electricity networks cope. All already struggling and causing problems. 5. 50% affordable housing is claimed for this project which no developer has managed to achieve. Barton Park has 3 bed @ £600,000, 1 bed @ £300,000. Affordable housing on this almost 2000 project is now just over 300. If Oxford City cannot control the developer, how will Cherwell enforce the 50% criteria. NB. Barton Park built on Council land. Kidlington land will have to be purchased from private landowners, adding to the overall costs. The model you are working to is out of date. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1161 | 05/09/2017 | Mr & Mrs J | Holland | | | | | N |
| 3691 | Comments | | | | | | | |
| We visited your exhibition on two occasions without getting satisfactory answers. Plan for 4,400 houses has scant attention given to infrastructure and impact on residents. Kidlington area needs its GB. Health should be a major consideration. All plans will lead to unacceptable pollution. Wildlife will be greatly affected by loss of habitat, we cannot as custodians of nature let this happen. Kidlington has village status. Oxford City Council has for many years had an agenda to make Kidlington a part of Oxford. Consideration should be given to those of us who already live in Kidlington. With a proportion of houses being built within walking distance of Oxford Parkway Station, London commuters will benefit. It will not meet the supposed unmet need. Can you legislate that houses will be for Oxford City workers only? Stop Press - Proposal to build 881 student flats on Cowley Barracks Site. This will free up even more housing in Oxford to help unmet need. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1162 | 24/08/2017 | Mr & Mrs L | Lacey | | | | | N |
| 3697 | Comments | | | | | | | |
| Unsound. Not Positively Prepared. Not Justified. Not Effective. Enough erosion of the GB already. GB areas are essential for the ecology of the area. Cherwell are wrong to join Oxford City to Kidlington village. Infrastructure already at breaking point. All these proposed plans will gridlock road systems, overload schools and GP surgeries. The plan to put 3900 of 4400 properties in the GB area is a scandalous case of management by the Council. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1163 | 11/07/2017 | Mrs Bettina | Lewington | | | | | N |
| 3702 | Comments | | | | | | | |
| Could be more flooding, clay here - nowhere for it to drain to. Not enough water for us, roads will not take all the extra traffic. The Golf Course, peoples ashes have been put on it. Leave it where it is. Colleges have got ground let them build on that in Oxford. Leave GB alone. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1164 | 24/08/2017 | Stephen | Mundy | | | | | N |
| 3707 | Comments | | | | | | | |
| The additional traffic will cause more pollution damaging the already poor air quality. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1165 | 23/08/2017 | Dr Nika, Jiri | Abu, Faytl | | | | | N |
| 3713 | Comments | | | | | | | |
| Strong objection from entire family to the planned housing predominantly on the grounds of violation of the Oxford GB. No plans to update the necessary infrastructure as well as showing no evidence the housing would be truly affordable. GB was established to protect the land from acts exactly like this overdevelopment. The public trusts the Council to ensure the GB permanent protection is maintained. Violating this greatly diminished public trust in the Council on all other matters. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1166 | 24/08/2017 | Mr Ken | Morris | | | | | N |
| 3718 | Comments | | | | | | | |
| 4,400 homes - potentially another 8,800 cars on the already crowded Kidlington roads. Kidlington and surrounding areas will be gridlocked on a daily basis. Considers that Kidlington and surrounding villages will be ruined. Wants the Green Belt to be retained. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1167 | 21/08/2017 | Mrs Pauline | Rushby | | | | | N |
| 3723 | Comments | | | | | | | |
| No need to build on GB land. There are other 'brownfield' or less rural locations that could be used - they are just more difficult (e.g. not on open land) or less attractive/profitable. Once taken GB land cannot be reclaimed, it will be lost to future generations. Kidlington area does not have the infrastructure to carry large building projects. Kidlington roundabout is always gridlocked at peak times. You have to wait 1 - 2 weeks for a GP appointment. Any new development will only draw in the commuters, not local people. There is a lot of wildlife in the GB - deer, pheasant, fox, hedgehog, woodpeckers, jay - lose the GB and our wildlife will also be lost. Oxford City is just passing the buck - trying to bully other councils into sorting out their problems, instead of dealing with them themselves. Do not build on GB - even if it seems the easy option, it is not the best. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1168 | 08/08/2017 | Christopher | Cosby | | | | | N |
| 3728 | Comments | | | | | | | |
| Traffic congestion on the roads. Waiting times to see our GP will be even longer. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1169 | 11/08/2017 | Jan & Andy | Hodgson | | | | | N |
| 3733 | Comments | | | | | | | |
| 1. This will have an impact on travelling into Oxford from Kidlington as there will be more delays with more cars using the roads. There will be gridlock. 2. There will be a significant reduction in the opportunity for wildlife to prosper, impacting on children appreciating the countryside in this local area. 3. Extra housing will cause huge problems from nursery to secondary education because there will be insufficient places in an already stretched service. 4. It will impact on the already limited places available at health centres and doctors surgeries. 5. Dentists, physio's and Social Care, etc., will also be significantly affected. 6. Housing is already expensive and this will make it unaffordable for younger generations and it will end up as a commuter belt for London. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1170 | 09/08/2017 | Mr & Mrs M | Fennymore | | | | | N |
| 3738 | Comments | | | | | | | |
| Kidlington is a village and as such is large enough when you look at the amenities. However, if it goes ahead in spite of the objections, will more schools, doctors and shops be provided? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1171 | 12/08/2017 | Matthew | Hunt | | | | | N |
| 3743 | Comments | | | | | | | |
| Lack of open space for all residents and future generations. Proposed housing figures are well over estimated. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1172 | 08/08/2017 | Robin | Carey | | | | | N |
| 3748 | Comments | | | | | | | |
| The basic plan fails as Oxford choose to use land for business development rather than housing which needs less highway network. Having passed the overspill problem to Cherwell, massive road building would be necessary unless sufficient employment is made available locally. Cannot comment further as only received this yesterday - information based on KDW material. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1173 | 30/08/2017 | Mrs M | Henton | | | | | N |
| 2131 | Comments | | | | | | | |
| Unsound. Not Positively Prepared. Not Justified. Not Effective. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1174 | 30/08/2017 | Larysa | Yurkova | | | | | N |
| 2136 | Comments | | | | | | | |
| This development will remove GB land which is needed for leisure space for all to enjoy. It stops the edges of Oxford becoming even more of a "dormitory sprawl" and provides a beautiful, reachable area of natural beauty. Traffic levels, already very bad, would become intolerable. The ability to see and enjoy a wide variety of wildlife would be lost forever. Many brownfield spaces exist within the already developed areas of Oxford. These should be fully utilised before encroaching on our diminishing unspoilt spaces. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1175 | 14/08/2017 | Mrs J | Townsend | | | | | N |
| 2141 | Comments | | | | | | | |
| We do not want to lose the GB. There is not enough green to serve our requirements now, so think ahead for the future generations. No houses for the commuters to push costs up. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1176 | 23/08/2017 | Eileen & Allan | Nicholls | | | | | N |
| 3754 | Comments | | | | | | | |
| GB exists to maintain separation between existing towns and villages avoiding urban sprawl. These areas are well used for walking and cycling. Oxford should take care of it's own housing needs. Last week on walking through Christchurch Meadow we observed only a few cattle grazing. Surely the time has come for the University to take stock of how much land it could use to help out with housing in Oxford. The roads, schools, surgeries and public services are already stretched and additional housing in the numbers proposed will have a deleterious effect on these. Let common sense prevail. Leave our GB alone. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1177 | 18/08/2017 | Mr D | Townsend | | | | | N |
| 3759 | Comments | | | | | | | |
| The traffic experiments alone show that this part of the District does not need any more building. Perhaps if schemes like the 'Tin Hat' had worked better the City sprawl would have been confined. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1178 | 11/08/2017 | Christina | Allen | | | | | N |
| 3764 | Comments | | | | | | | |
| More properties and brownfield sites could be utilised in Oxford. If people live in Oxford then they don't have to commute to work thus saving travelling costs and even more horrendous traffic problems on already congested roads. Park & Ride is not always the answer as people still have to drive to Park & Rides. It is vandalism of the highest order to invade the GB. The prospect of the urban sprawl of Kidlington, Yarnton and Begbroke combined is chilling. Total disregard for those residents. Building on the North Oxford Golf Course is a horrendous idea. Totally no consideration of people's feelings over the destruction of one of Oxford's oldest and much loved courses - 110 years old. A destruction caused entirely by greed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1179 | 09/08/2017 | Mrs S E | Bullock | | | | | N |
| 3769 | Comments | | | | | | | |
| Objection to 4000 houses on the GB. The traffic in Kidlington is bad now another 4000 houses with 1 or 2 cars each will make it horrendous. Think of the wildlife. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1180 | 10/08/2017 | Mrs A | Brenan | | | | | N |
| 3774 | Comments | | | | | | | |
| The A4165 Banbury Road is already very busy and will become impossible when more housing estates are built. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1181 | 09/08/2017 | Mrs | Baggett | | | | | N |
| 3779 | Comments | | | | | | | |
| Agreement about housing situation but many years ago when Croxford Gardens was proposed there were strong objections from residents on South Avenue regarding access. There is now a rat run twice a day putting children and animals in danger. If the building on Stratfield Brake goes ahead cars should not be allowed to come up South Avenue, the road must go out onto the service road. With all the cars parked on South Avenue it would be foolish to allow more traffic to use this road. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1182 | 19/08/2017 | Mrs F | Haley | | | | | N |
| 3784 | Comments | | | | | | | |
| Doctors surgery unable to cope. Kidlington and surrounding areas will come to a standstill causing more pollution. Surrounding roads are in desperate need of resurfacing. How will the schools cope? Unsound, Not Positively Prepared, Not Justified and Not Effective. Taking away the GB is not justified. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1183 | 19/08/2017 | Mrs Celia | Wilson | | | | | N |
| 3789 | Comments | | | | | | | |
| Outside villages should not be responsible for Oxford's housing need when there are opportunities to renovate existing buildings or use sites in the city itself. More convenient for those with jobs there and less traffic congestion. Open spaces and fresh air are essential for the human psyche and that is why the GB was introduced originally and should be sacrosanct. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1184 | 19/08/2017 | M | O'Mahoney | | | | | N |
| 3794 | Comments | | | | | | | |
| As always a council riding roughshod over the people who voted them in. Increased traffic, pollution, loss of GB, strain on already over stretched infrastructure (health services and schools). As long as developers can line their pockets all is good. Why was the development on Shipton Cement factory dropped and these large scale proposals brought in? It is not ok for Kidlington to be swallowed up by Oxford City. Kidlington will become one big traffic jam. This proposal has no benefits to the constituents of Kidlington apart from exacerbating our lives with pollution, congestion, unable to book GP appointments and demand on over subscribed schools. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1185 | 19/08/2017 | N | O'Mahoney | | | | | N |
| 3799 | Comments | | | | | | | |
| Loss of natural habitats, views, walking areas. Increased traffic, pollution, strain on existing infrastructure - schools, GP surgeries, hospital. Cars will still be the favoured mode of transport regardless of all these 'new' cycling provisions. Entrance to Stratfield Farm will cause traffic problems on the Kidlington roundabout and slip road. South Avenue will be used as another entrance - I feel there will be even more traffic travelling along a residential road. More pollution and noise for my family to endure. No matter how much we do to save our local area - this is a done deal. We are the forgotten village compared to Bicester and Banbury. Councils should think about housing for their own waiting lists. It definitely won't be affordable housing. Cherwell should be supporting Kidlington. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1186 | 12/08/2017 | Heather | Eustice | | | | | N |
| 3804 | Comments | | | | | | | |
| This will clearly be a disaster. While I agree Housing is needed do you really think the already overcrowded secondary school will cope with more pupils - where will the new school be built, doctors surgeries are already overcrowded and appointments are so hard to get. Dentists appointments are impossible to get. The road system cannot cope with more houses. The proposed site at Stratfield Farm is a joke. The wildlife will suffer as will the roads to get to this site. Getting out of Garden City Slip Road and for that matter Kidlington is already difficult. Wake Up!!! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1187 | 14/08/2017 | Mrs J | Butler | | | | | N |
| 3809 | Comments | | | | | | | |
| Strong opposition to building on GB land. Please don't let it happen. Think about wildlife being wiped out, pollution for all extra traffic. Traffic will be horrendous. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1188 | 10/08/2017 | N B | Tinnion | | | | | N |
| 3814 | Comments | | | | | | | |
| That old adage comes to mind - 'not in my back yard', but sadly it now appears it will if these proposals are approved. Agreement with all valid reasons stated, loss of GB, environmental, traffic/pollution - even when electric 2040 arrives! Central Government have set the agenda and Councils have to toe the line. Kidlington became a prime target with the birth of the railway connection to London, it is a golden opportunity for developers and cash strapped Councils. If approved I fear the land adjacent to the present proposed sites will also soon be targets for further housing. Boundaries will be re-located so that Kidlington, Yarnton and Begbroke can become part of Oxford, a long held desire for many years. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1189 | 05/08/2017 | Terence | Yeatman | | | | | N |
| 3820 | Comments | | | | | | | |
| I feel that there must be a large financial gain for Cherwell District to be giving this land for development for Oxford's needs. As we are the southern tip of the district majority of the Councillors are not really concerned as they will not be affected. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1189 | 05/08/2017 | Terence | Yeatman | | | | | N |
| 3819 | Comments | | | | | | | |
| Using Carfax as the central point of Oxford there are greater expanses of GB i.e. east and west closer to Oxford than coming north into the Cherwell District. Using this land would reduce congestion on already the congested roads (A44, A4260 and A40). Air pollution would be reduced with shorter journeys into Oxford. Shorter journeys would also enable people to use public transport (if developed properly) or cycle instead of using cars. There must be a large financial gain for Cherwell District to be giving his land for development for Oxford's needs. As we are the southern tip of the district, the majority of the councillors are not really concerned as they will not be affected. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1190 | 14/08/2017 | Mrs A | Wyatt | | | | | N |
| 3825 | Comments | | | | | | | |
| Housing for Oxford should stay in Oxford. Kidlington is a village and should stay one. The roads in Kidlington and surrounding area have more than enough traffic. This would cause more pollution, affecting health problems. Doctors surgeries would not be able to cope with more patients - not coping now. GB needs to stay so there are fields and trees for wildlife to live. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1191 | 18/08/2017 | Mark | Dilks | | | | | N |
| 3830 | Comments | | | | | | | |
| <div style="border: 1px solid black; padding: 2px;"> Alternatives to meeting Oxford's housing shortfall have not been properly examined and considered, therefore plans are not justified. No adequate explanation of how the local infrastructure will cope with the increased population and how pollution will be managed. </div> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1192 | 23/08/2017 | David & Alison | Cook | | | | | N |
| 3835 | Comments | | | | | | | |
| <div style="border: 1px solid black; padding: 2px;"> Oxford should reduce the development of it's land for business use and set aside more land for housing provision. The environment will be seriously damaged by urban sprawl, impacting on air, noise and light resulting in significant pollution. Developers will build for the commuter market and not Cherwell's affordable housing plan. Public services will be overwhelmed. Traffic will become gridlocked. New green areas will not offset the damage caused. We do not wish to live in a city extension. </div> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1193 | 08/08/2017 | Robert | Craig | | | | | N |
| 3840 | Comments | | | | | | | |
| <div style="border: 1px solid black; padding: 2px;"> Objection to any houses being built in Kidlington as the traffic is already bad. There are houses being bought and knocked down and flats being built. It's getting a nightmare at the moment. The houses that will be built will not be cheap as the builders are greedy. </div> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1195 | 23/08/2017 | D | Dean | | | | | N |
| 3850 | Comments | | | | | | | |
| <div style="border: 1px solid black; padding: 2px;"> 1. GB not for building on. 2. Too many houses in small area. 3. Roads will be unable to cope with excess traffic. 4. Schools, Doctors not enough to cover excess people. 5. Suggests rethink. </div> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1198 | 23/08/2017 | Malcolm & Joy | Axtell | | | | | N |
| 3867 | Comments | | | | | | | |
| <div style="border: 1px solid black; padding: 2px;"> Strong objection to removal of GB especially land between the Kidlington and Oxford boundaries. This will be the start of Kidlington merging with Oxford in one sprawl. All GB should remain protected. Concerned that there is no plan to accommodate all the extra people/cars, Doctors, roads, schools. Plans only mention what is hoped/ideal - NOT what will be and how/who will pay for any new infrastructure arrangements. Feel this is a "Done Deal" despite objections and we are being rail-roaded again into compliance. It seems these houses are for the people who will fill the job vacancies being created by all the new trade/industry not for the Kidlington people who need it. </div> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1199 | 10/10/2017 | Le | Brun | | | | | N |
| 3872 | Comments | | | | | | | |
| <div style="border: 1px solid black; padding: 2px;"> Idea is unsound, ridiculous and unreasonable. There will be a shortage of water in the area, no provision for sewage works on the plan. Downgrading of the Horton Hospital with more houses being built when the JR is having a job to cope, is ill thought out and puts more work on the surgeries in the area. Plus congestion on roads. Why should we join with Oxford? </div> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1200 | 21/08/2017 | Yvonne | Bunn | | | | | N |
| 5462 | Comments | | | | | | | |
| <div style="border: 1px solid black; padding: 2px;"> Kidlington can't cope with extra work time traffic. It would have been more sensible if the Water Eaton Park & Ride was sited North of Kidlington. Concerned about the impact on Schools and GP's. </div> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1201 | 20/08/2017 | Alison | Turner | | | | | N |
| 3880 | Comments | | | | | | | |
| <div style="border: 1px solid black; padding: 2px;"> Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to moving the golf course to Frieze Farm and building on its site. Its grounds are a positive community asset for future generations, with trees, wildlife, reducing global warming etc. The houses could be built on Frieze Farm instead. This wouldn't affect the occupants and their access to the Railway etc. Kidlington is a safe environment. The roads, infrastructure will be damaged. Sort Oxford spaces out better. </div> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1202 | 08/08/2017 | Mary | Timms | | | | | N |
| 3888 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The leaflet suggests this is 'Oxford's' problem. I know government has set targets for the S E of England, so it's not specific to Oxford. We all have a responsibility to try to alleviate the problems. I am aware of housing shortages. However, councils need to ensure developers who state e.g. 40% of housing will be affordable, remains 40% or whatever they agree to, to obtain PP. Weak councils must not allow developers to change the goals once building starts or allow to sell affordable properties as Buy to Let. Councils must stay strong. Developers must agree to fund extra services e.g. Schools, GPs, roads etc. before completing stage 1, not once they're broken. Re plans, PR7(a) is preferable to building at PR6(b) and PR6(a) but not enough homes. If anything, allow PR8 and PR7(a), this may preserve Green Belt and keep a distance. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1204 | 13/08/2017 | Bridget | Blyth | | | | | N |
| 3896 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective because building on the Green Belt with a massive housing development is unsuitable and unacceptable. It will cause travel difficulties. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1205 | 13/08/2017 | Jake | Bennett | | | | | N |
| 3900 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Building on Green Belt will cause a strain on public services. i.e.. Longer waiting times for GP's, bigger class sizes and travel difficulties. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1206 | 13/08/2017 | Sean | Blyth | | | | | N |
| 3904 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Building a massive housing development will take away beloved countryside views and walks. Many of the wildlife will lose their homes. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1207 | 13/08/2017 | Kate | Blyth | | | | | N |
| 3908 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I think your proposals to build on Green Belt land are unsustainable and unacceptable. It will cause major traffic problems and a real strain on public services. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1208 | 10/10/2017 | Mrs | Gonelt | | | | | N |
| 3912 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. No more land taken from us in Kidlington. We have enough houses without the city overflow. The green land we need for our own people. Enough is enough. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1209 | 12/08/2017 | Andrew & Caroline | Luckraft & Blunear | | | | | N |
| 3916 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. This has reached us during the summer holidays, showing a disregard for the electorate. When is Cherwell District Council going to stop doing what Oxford City Council wants it to do? Consider what your electorate want you to do. Kidlington and Yarnton are not a dumping ground for Oxford expansion. Kidlington has been treated like a dumping ground for decades. The roads are at gridlock. The services are poor, particularly the service provided by the Surgery. We want the community to remain and not to become a housing estate. We love our country walks nearby. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1210 | 11/08/2017 | Jacqueline | Palmer | | | | | N |
| 3920 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The Green Belt is sacrosanct. If we start building on it now then it will be lost forever. Oxford City could build houses where they are developing land for commercial use. It will increase traffic and burden on services. We need COMPROMISE. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1211 | 15/08/2017 | J M | Dow | | | | | N |
| 3924 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Such development makes a mockery of the foresighted decisions made by the inventors of the GREEN BELT. In law this is SACROSANCT. The whole area will turn into suburbia losing the community atmosphere of the different villages. Where will these people work? Plenty are already commuting/working in London, earning 'big bucks' and contributing little to the community. This will generate more traffic. Early morning traffic is already at gridlock heading to the Parkway Station & Oxford. Extra people will need all the local services putting even more strain on Schools, Doctors etc. Will the new homes have parking for the 2 cars most families find necessary now? There are already many cars parked on grass verges, paths and roads, especially at weekends. Also estate roads used as 'rat runs'. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1212 | 14/08/2017 | M | Dimech | | | | | N |
| 3928 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The Green Belt will be eroded. Walks in the countryside are known to have mental and physical benefits to young and old alike. Increased housing means increased traffic congestion. No-one in Kidlington would like the A4260 to become like the A40 Oxford to Witney. Traffic jams would increase pollution and there will be fewer trees and shrubs to absorb the harmful gases, causing lung problems etc. GP Surgeries and schools will be overwhelmed and new residents will be unable to enrol in these. It happened in Derby where we moved from. The quality of drinking water, already very hard, will deteriorate. The JR hospital is already bursting at the seams. Can it take more patients in A & E, Maternity etc.? STOP THE SPRAWL. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1213 | 10/10/2017 | Rennie | Kennedy | | | | | N |
| 3932 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. There is inadequate infrastructure and Kidlington is quite large enough. Additional traffic will increase air pollution. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1214 | 18/08/2017 | S | Brain | | | | | N |
| 3936 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Green Belt should NEVER be built on. We enjoy walking in this around Kidlington. There are many houses in Kidlington which have been for sale for months so new houses are not needed. People won't cycle, it is not safe. Cars on the road will increase, and thus cycling will be difficult. Schools and doctors are stretched now. If less student accommodation was built there would be more for us locals. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1215 | 17/08/2017 | Mrs T R | Brodie | | | | | N |
| 3940 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. 1. The plan is not consistent with national policy for Green Belt areas with no concern for wildlife. Once gone it cannot be recovered, becoming another urban sprawl. 2. Builders rarely include affordable housing as they are only concerned with builds that give them the biggest return, regardless of cost to consumers. 3. Public services, schools and roads are already overwhelmed. 4. Oxford City should use their own spare ground on affordable housing and not impose on local villages. Why build another business park? Oxford and surrounding areas already have an abundance. 5. Kidlington is already a large village. Is the council looking to make it a town, joining it with Cutteslowe, Begbroke, Yarnton? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1216 | 14/08/2017 | Mrs A | Pearce | | | | | N |
| 3944 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The increased traffic is concerning. Kidlington is gridlocked most mornings. What will happen when even more traffic is on the roads? Unfortunately not everyone can catch buses and cycle. I am concerned over Green Belt removal. I appreciate the surrounding Kidlington countryside, wildlife and rivers for walking and running. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1217 | 17/08/2017 | E | Lambourne | | | | | N |
| 3948 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We want Kidlington to remain a village and not virtually be added to Oxford. Traffic is already a problem and will be horrendous with extra houses. Green Belt land should be kept. All services will be over-loaded and many of the green areas in Cherwell will disappear for ever. This should not be allowed. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1218 | 17/08/2017 | R | Lambourne | | | | | | N |
| 3952 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I have lived in Kidlington village since the 1930's and was schooled there. I have seen lots of land taken and built on. We don't want to merge with Oxford. We want the Green Belt to stay. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1219 | 10/10/2017 | Mrs Frances | Clinkard | | | | | | |
| 3956 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I was born in Summertown and settled in Kidlington on marriage as we couldn't afford a house in Oxford. Kidlington is nice to live in. We do not want to be part of Oxford and lose the Green Belt between the two. Green spaces are important for health and well being. Kidlington traffic is congested in the mornings. Building houses will bring more cars. Oxford thinks they can take over Kidlington. When the airport became commercial it became London-Oxford. The promised railways station became Oxford Parkway. This development may not affect me as I am 83, however I hold Kidlington dear and I have volunteered in various Kidlington groups over many years. The national policy is to keep the Green Belt. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1220 | 16/08/2017 | F | Boult | | | | | | N |
| 3960 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I don't want our Green Belt built on, or Kidlington turned into another Blackbird Leys. It is the only bit of greenery we have left. The traffic will be horrendous. Kidlington shops (what we have) will suffer. It will turn into a real mess. JUST THINK AHEAD!! | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1221 | 16/08/2017 | Janet | Stevens | | | | | | N |
| 3964 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We have enough problems now with over crowding, GP Surgeries overstretched, Schools overflowing, not to mention the heavy volume of traffic. We do enjoy the countryside walks which will be affected if this goes ahead. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1222 | 17/08/2017 | Thom | Murton | | | | | | N |
| 3968 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. No reason to defy laws on Green Belt! This is protected! Do not destroy countryside! | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1223 | 16/08/2017 | Diana | Lintott | | | | | | N |
| 3972 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. 1. The fact that Oxford house prices are very high does not justify building on the Green Belt and creating the urban sprawl that the Green Belt was designed to stop. 2. Cherwell has no need to agree to Oxford's unjustified request and should consider the interests of its own ratepayers first. 3. Any houses built on the Green Belt wouldn't help those working in the service industries, but would be for London commuters. 4. No provision has been suggested for infrastructure and no costing has been suggested. 5. The Green Belt around Kidlington is subject to flooding and is unsuitable for house building. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1224 | 18/08/2017 | Mr B | May | | | | | | N |
| 3976 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. My points are; A. Deport all at Campsfield Detention Centre and build the houses on that land. B. I object to the Oxford City development. Oxford should find it own vacant land. i.e. West of Oxford between Botley Road and Wolvercote, next to the A34. C. Why move the Golf Course and pay for a new one next to Stratfield Frieze Way, move people from Jordan Hill to Barton (where these houses were being built for Oxford's overflow), I thought these houses were Council, not private, for them to be sold? | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1225 | 18/08/2017 | Mr & Mrs L B | Darcey | | | | | | N |
| 3980 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Resources are stretched already (schools and doctors surgeries). Yarnton Lane Rd gets damaged enough without extra traffic. We are villages, not a town. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1226 | 08/08/2017 | Daniel | Mason | | | | | N |
| 3984 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I am concerned the impact proposed plans will have on Kidlington residents. Traffic is already a big issue and this will add to the problem. The impact on house prices in Kidlington is a concern. Losing green area's will effect the visual aspect of the village and the environment/wildlife. Extra housing will not benefit Kidlington residents, it will just provide commuters from London, Buy to Let landlords and other Oxford overspill with housing. I'm concerned about local services such as the J R and other Hospitals who are already struggling! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1227 | 17/08/2017 | C | Blake | | | | | N |
| 3988 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Will cause more traffic congestion. Won't help people in Kidlington, only people outside, by pushing house prices up. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1228 | 15/08/2017 | H & C | Wardrop | | | | | N |
| 3992 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The roads are very busy now, with long queues at times making it difficult to cross or get out of road junctions. The Doctors are already difficult - they are always very busy. Schools will become overcrowded which does nothing to help education. The shops in Kidlington centre could be a lot better. Not having a shoe shop makes it difficult, especially for elderly people. Having less green spaces around us means having less places to walk. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1229 | 17/08/2017 | Jane | Rendle | | | | | N |
| 2142 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. There is no need for an additional 4400 houses in this area. CDC need to refer this back to Oxford City. There is plenty of unused land and houses within the city, probably a lot owned by colleges, which could be utilised. More homes within the city would alleviate some of the enormous traffic problems the area already has. It is imperative that Green Belt land is protected and CDC must do this in line with Government policy. Infrastructure in this area is already stretched to breaking point. There is regular disruption on our roads due to accidents. Again, CDC should be protecting it's current residents who are paying Council Tax! CDC must see that housing proposed on such an enormous scale is merely to line the pockets of greedy developers and greedy landlords (e.g. Bicester Homes and latterly Barton new town - 3 bed houses at £600K!). There will not be affordable/social housing on a sensible scale without doubt! This proposal is not justified or proven - based on 40% increase in demand whereas 10-20% is actually expected. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1230 | 07/08/2017 | Elizabeth R | Rendle | | | | | N |
| 2146 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The 4400 proposed houses will further decrease the quality of life of current residents of Oxfordshire who already struggle with unaffordable housing and public services stretched to their limits. These properties will be used by commuters to London via Oxford Parkway - people who will not contribute to Kidlington's existing community spirit. Disgusted to see the efforts to sneak this through during school holidays. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1231 | 17/08/2017 | Kim | Lee | | | | | N |
| 2150 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to Policies, PR1(a), PR3, PR11 and it is an unreasonable consultation process. Countryside, landscape and walks will disappear. The current infrastructure will not cope with increased population. Traffic congestion during peak periods will be much worse. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1232 | 17/08/2017 | Lucy | Tarrant | | | | | N |
| 2154 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. You cannot build on protected Green Belt. This is not justifiable and goes against Government Legislation. Traffic and Infrastructure will not cope. Where will more GP's and Teachers come from? Do not destroy protected countryside. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1233 | 05/09/2017 | Mrs I | Thatcher | | | | | N |
| 2158 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Kidlington has already expanded. Living on Oxford Rd the traffic has increased and health is suffering due to exhaust fumes. GP Surgeries are insufficient to cater for people. The Council should represent the people it serves and say NO to raping the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1234 | 24/08/2017 | Steph | Bishop | | | | | N |
| 3999 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The point of a Green Belt is for wildlife to keep their habitat, local residents having access to countryside and to STOP development. Why put conservation in place, then ignore it to suit developers or those with money? Its a mockery. Once Green Belt is destroyed, it's lost forever. I love the village I was born in. I want it to stay a village. If Oxford want homes let them find space near them. Our services are already overloaded. Will they provide extra schools, GP practices, shops & parking? This is not designed to benefit local residents and as we live here we should have the right to say what happens here. Kidlington is big enough. Traffic is already a problem, further development will make it worse. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1235 | 12/08/2017 | L | Ayres | | | | | N |
| 4003 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. All done on the quiet! Why? 300 empty houses in Oxford. No exceptional need to build on Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1236 | 26/08/2017 | Chris | Grace | | | | | N |
| 4007 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. 4400 is a lot of houses (over 4 times the Barton Park development). I object to the massive addition to local villages and permanent loss of Green Belt. Doing this without improving the road network will be disastrous. The rush hour traffic into Oxford from this direction is already bad (changes to Cutteslowe/Wolvercote roundabouts making little improvement). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1237 | 28/08/2017 | Peter B | Jeffreys | | | | | N |
| 4011 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The assumption that Brexit will have no effect on employment and housing needs is not justified. Building on the Green Belt is a major step and sets bad precedence both for other areas and for the rest of Oxfords Green Belt. It is already difficult to get to appointments at our Surgeries and Oxford hospitals. Closing Sandy Lane affects the former, 1 mile becomes 3 or 4 using either of the alternatives. No timings for travel to the hospitals appear to have been made by bus or car to predict journey times when houses are increased by 2/3. The information available is all but incomprehensible to ordinary people. Please explain - 'sustainable travel opportunities', 'pedestrian wheelchair & cycling connectivity' and 'green infrastructure network'. They SOUND good, but they tell us nothing. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1238 | 22/09/2017 | Dr G P | Maddison | | | | | N |
| 4015 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. This plan is unsound, poorly prepared, and almost certainly will be ineffective in dealing with the issue invoked as it's dubious justification, namely local housing need. Firstly, it is now clear that the evidence quantifying the latter requirement is completely unresolved, conflicting official figures mean the situation is confused and still disputed. It is manifest common sense that no plan should proceed until this fundamental question is properly decided. Secondly, if local housing need is indeed the motivation the key point to be considered is 'will people currently resident in and around Oxford, but in need of their own dwelling, be helped by this development, or not?' New build under plan, consisting largely of low density houses costing in excess of £300000, hardly seems likely to assist those unfortunate people referred to, such as the thousands said presently to be on Oxfordshire housing lists. But if the answer to the foregoing question is in fact 'no', then the whole case for the proposed plan is entirely spurious. There are many other severe drawback to the CDC plan, such as the appalling exacerbation of already serious traffic congestion in the area. In short, it seems a cynical attempt to exploit a lucrative commuter expansion based on new rail links to London at the expense, and against wishes of the existing communities. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1239 | 04/09/2017 | Mr & Mrs F | Sarvari | | | | | N |
| 4019 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We are 100% against these proposals, but as local residents the Council just expects us to put up and shut up! It is vital that green open spaces are retained and protected, and that of the villages in the proposed development areas too. The opening of the Parkway Station has created an invitation for urban sprawl for London commuters, which will push the house prices up, preventing local families from staying in their home villages. The infrastructure would have to be improved ten fold, but the funding just isn't available with all the current Government cuts. Please listen to the people of this area not ignore their concerns. We live in a beautiful part of the country and want it to remain that way. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1240 | 10/10/2017 | W | Brown | | | | | N |
| 4023 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to policy PR1(a), 4,400 homes means at least 5,000 more cars. PR3 - remove Green Belt? You are saying the people that made the Green Belt were wrong? I don't think so, lets keep it! The road outside my house (Oxford Rd, Kidlington) is a permanent CAR PARK with traffic gridlock. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1241 | 14/08/2017 | Thomas | Pilgrim | | | | | N |
| 4027 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Oxford's housing shortfall figures are based on unsound data. Who is set to benefit from the Northern Gateway business park? There is very low unemployment, so we do not need to bring in more jobs. Oxford City Council is bullying the rest of the county to give up our Green Belt. This is giving away our children's legacy to a few peoples greed. Developers only want to serve the profitable London commuter and Buy to Let markets. Again, greed of the few who are only on the planet for a brief time. This will add to the traffic chaos, pollution, loss of diverse and beautiful countryside. A massive and overwhelming housing development is unsustainable and unacceptable. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1242 | 22/08/2017 | Zita | Quinn | | | | | N |
| 4031 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I am not in favour of this development. I consider it to be unsound, not positively prepared, not justified and not effective, having seen the concrete deserts created in other parts of the country in the name of 'progress' and 'need'. What of the thousands of properties that lie empty left to rot? Old industrial sites? Brownfield sites? The Moors where I live is already a rat run. There are three homes for the elderly, each with insufficient parking. So the road outside each is a 'car park'. Another for dementia is in the final stages of construction, thus more traffic, more medics, more ambulances. Now the land behind the houses is to be built on. The infrastructure cannot take it. You are building to bring people to the area NOT for present need. What countryside will future children have? What will happen to the wild flora and fauna? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1243 | 21/08/2017 | Steve | Burbridge | | | | | N |
| 4035 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Green Belt is supposed to be a permanent defence against urban sprawl. Why is so much development taking place in this area when the northern counties which need new industries are under pressure? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1244 | 13/08/2017 | Pascal | Godard | | | | | N |
| 4039 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Roads are already saturated, traffic, pollution, noise. The plan doesn't take into account these problems. If we really need more houses, these issues need solving first before adding even more. The concern is not preserving Green Belt just for pleasure, but to preserve the Green Belt and improve infrastructure. Making Oxford a place where people wish to live and work, and not to leave because of these issues being ignored in the first place. We need to create new Park & Rides with dedicated bus lanes all the way into the City Centre and safe cycle lanes suitable for children. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1245 | 20/08/2017 | Mrs M H | Ford | | | | | N |
| 4043 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Although more housing is required, surely to join up the smaller villages with Oxford, building on Green Belt, would be a pity. Flooding must be a big issue and additional traffic would be a problem. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1246 | 22/08/2017 | Mr B E | Braleley | | | | | N |
| 4047 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. In 1970 we moved to Benmead Rd, Kidlington. It was an ideal situation with all amenities close by, good bus service into Oxford and countryside a short walk away. I am still here and presently so are many of the aforementioned advantages, despite the enormous developments in and around Kidlington during the intervening years. Development has reached saturation point, with frequent congestion on the roads, waiting time to see one's doctor increasing etc. The provision of new housing on the proposed scale with all the extra need for services, power, water, transport etc. can't possibly take place without encroaching on Green Belt land. This is unacceptable. The character of Kidlington and surrounding areas will be changed beyond recognition. I herewith submit my objection to the current proposals. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1247 | 10/10/2017 | Maureen | Gale | | | | | N |
| 4051 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Affordable houses are welcomed, but the so called affordable house are never built. Average families cannot buy the ones the builders put up. The infrastructure can't cope; roads, doctors, schools, dentists. You cannot get an appointment now. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1248 | 22/08/2017 | Mrs D | Gregory | | | | | N |
| 4055 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The object of a councillor is to serve the public who elected them and carry out their wishes. The building of these houses will cause more traffic chaos, overcrowded schools, and be even harder to get a GP appointment. I've no doubt most of these houses will be unaffordable to the general public. As for building on the Green Belt - absolutely unthinkable. What consideration is given to those of us who enjoy walking in the countryside? Leave Oxford to sort out their own problems. Leave Kidlington, Begbroke and Yarnton alone. Cherwell District Council, listen to those who elected you! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1249 | 22/08/2017 | Sandy | Lord | | | | | N |
| 4059 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Once it took me 1.5 hours to travel from Kidlington to Cowley Road. Taking 45 minutes alone to reach Jordan Hill. The housing development will increase traffic congestion. It is already difficult to time a journey into Oxford. It's unpredictable depending on traffic congestion. The 'improvements' to the Cutteslowe and Wolvercote roundabouts haven't improved traffic flow. If there were around 8,000 more cars travelling our roads, it would become gridlocked. We would need more shops, more GP Surgeries and more schools. We would just become an extension of Oxford and lose our own village identities. We need to retain Green Belt areas to protect wildlife and conserve animals, plants and insects in the area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1250 | 25/08/2017 | Marcy | Yousaf | | | | | N |
| 4063 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object. Too much congestion. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1251 | 18/08/2017 | Catherine | Sykes | | | | | N |
| 4067 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I am concerned about the level of congestion this housing would cause around Kidlington, Yarnton and the A34. It would become unpleasant to move around. The A34 cannot cope at the moment and with the expansion of Bicester. Medical and educational facilities have not been mentioned either! I recognise a need for more housing but this proposal is worrying, especially the 'at risk' sites. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1252 | 15/08/2017 | Joan | Hadaway | | | | | N |
| 4071 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Green Belt development is wrong. Local habitats, walks and views will be destroyed. They promote the wellbeing of local people, keeping them fit and active, in turn reducing the pressures on the NHS. They must be preserved for future generations. It's a human right to expect to live within in a pleasant green environment. Building this amount of new housing will have a huge impact on traffic problems in North Oxford and the A40, which is already under strain. Public services and infrastructure is unable to cope competently already, impacting the need to get to work, hospital or GP appointment in a reasonable time. Schools are already full. Cherwell is already prone to flooding. Concreting more of the countryside will make things worse. Green Belt is sacrosanct. That's Government Policy. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1253 | 21/08/2017 | Mr & Mrs R S | White | | | | | N |
| 4075 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. How has the figure of 4400 homes been reached? It's not sustainable in this already overcrowded area. The Green Belt must be kept and not used for building land. Our services are under strain. GP surgeries, hospital and schools all underfunded and stretched to breaking point. As are our roads. How will our water supplies cope if we have a dry spell? We will lose the natural flood plain surrounding us and consequently suffer more flooding. This is ill thought out and the number of houses planned appears to be unjustified. How many houses will be affordable? Where are the jobs for so many people? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1254 | 21/08/2017 | Mr A | Bishop | | | | | N |
| 4079 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. These proposals are not justified. Protecting Green Belt is paramount. To build housing in areas that currently can't cope with pressure on its infrastructure is wrong. Local roads, traffic, schools and medical services are already stretched to their limits. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1255 | 17/08/2017 | Philppa | Burrell | | | | | N |
| 4083 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Kidlington is crowded enough. Leaving the house on a weekday at 7.30am to get to the JR at 9.00am, the cars are nose to tail. With 2 cars per household the roads won't cope! 8000 more cars! Green Belt should not be built on. We will need more GP Surgeries. We currently have to wait 3-4 weeks for a regular appointment. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1256 | 16/08/2017 | Margaret | Crick | | | | | N |
| 4087 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I strongly object to these proposal for all the reasons outlined above and in particular the loss of the Green Belt, urban sprawl, environmental damage, lack of infrastructure and unsustainable demands on public services. The area does not need thousands more expensive houses. Although I live in Oxford, I regularly use facilities in Kidlington, Cutteslowe, Begbroke and Yarnton and walk and cycle in the Green Spaces. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1257 | 17/08/2017 | Gerald | Whitehouse | | | | | N |
| 4091 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to Policies PR1(a), PR3, PR11 and the unreasonable consultation process. What is proposed is rash and ill advised. Please reconsider. Prudence is paramount. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1260 | 17/08/2017 | D R | Pickvance | | | | | N |
| 2170 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Yet again the voices of Kidlington, Yarnton & Begbroke are being ignored. More of Oxfordshire (CDC) countryside disappearing. The views and countryside around the Green Belt approaching Water Eaton Manor will be spoilt by building 650 houses and the potential for more (PR6a - East of Oxford Rd) and (PR8 Land East of the A44). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1261 | 23/08/2017 | Mr & Mrs A | Sinnott | | | | | N |
| 2174 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. It is already impossible to commute to Oxford in mornings due traffic volume. Commuter parking has increased on local roads due to the expensive park and ride scheme. Building a new Science Park in Langford Lane will add to traffic problems. No mention anywhere of schools, doctors or leisure facilities. It will destroy village lives. Don't see the need for a new railway station. The closure of Sandy Lane will affect us. No mention of local people buying these homes. It will just be for overspill from London commuters. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1263 | 11/08/2017 | Mr B | Hosier | | | | | N |
| 4101 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I oppose this development strongly for all the reasons in your pamphlet. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1264 | 10/08/2017 | Brian | Parkinson | | | | | N |
| 4105 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The infrastructure does not warrant any more building in this area. I strongly object to Green Belt land being used for building housing estates. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1265 | 10/08/2017 | Mrs P & Miss S | Cranfield | | | | | N |
| 4109 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We don't want Green Belt that preserves open spaces taken away. It separates villages and towns. Villages will lose identities if merged, becoming big an impersonal. We don't need more to be joined up to Oxford. It will mean overcrowding in schools, shops, GP Surgeries, and more traffic on roads creating fumes and pollution. We've been here since 1973 and would not like the changes. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1266 | 23/08/2017 | Margaret | Beavan | | | | | N |
| 4113 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to the proposed submission plan. Where are the people supposed to go? We can't get on the roundabout at the moment. The traffic situation in Kidlington is horrendous. There are no shopping facilities. Three supermarkets covering the current population are stretched. Parking will be squeezed, access to the rail station will be compromised. The Green Belt, wild life and local church graveyards should be protected from building. The Green Belt is an area of outstanding beauty, used by walkers, dog walkers, children and bringing in visitors. There are more rural areas that could be used, rather than putting pressure on a squeezed community, increasing traffic and pollution and impacting health establishments. Strongly objects.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1267 | 23/08/2017 | Mr W A | Edgington | | | | | N |
| 4117 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. If Oxford City needs more housing due to unlimited immigration they should build on their land only and not forcibly take other Council's land. Especially Green Belt. If these plan go ahead, Kidlington and the surrounding villages will become a suburb of Oxford City. No more houses should be built in Kidlington as it is fully developed and the infrastructure is adequate for the population.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1268 | 22/08/2017 | S | Bevis | | | | | N |
| 4121 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The infrastructure in an around Kidlington & Gosford is already insufficient for local needs. Currently the wait for a GP appointment is 1 month! In the morning I can hardly move from my home due to traffic, worsened when the overburdened schools are open. At this time people frequently drive on the path along Lower Cromwell Way. I can see no concrete plan to address the current problems, let alone plan for a further expansion. The Green Belt allows Kidlington/Gosford and other areas to remain distinct from the ever burgeoning Oxford metropolis. These plans go against the National Planning Policy Framework dated 27th March 2012.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1269 | 22/08/2017 | Mrs I | Kabat | | | | | N |
| 4125 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1269 | 22/08/2017 | Mrs I | Kabat | | | | | N |
| 4126 | Comments | | | | | | | |
| <p>Building 4,400 houses for Oxford overspill in this area is an unsound, unprepared and ill effective policy. This many houses would mean more people with more cars, more traffic on already congested roads. Also more pollution. Schools & GP's are already overcrowded & overworked in this area. Have the "Powers that be" thought of flooding if our GB disappears? So, NO, no taking our GB away. WE NEED OUR GB.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1270 | 10/10/2017 | Derek & Barbara | Luke | | | | | N |
| 4131 | Comments | | | | | | | |
| <p>I consider that the proposed submission plan is unsound, not positively prepared, not justified & not effective for the reasons given; Oxford just wants to take over Kidlington to house its own people with no care given to existing residents. We prefer our own Cherwell Council. The last MP gave no attention to us or any mention in her literature. GP facilities are already overwhelmed. Already, Kidlington's main road has 5 sets of traffic lights & 4 pedestrian crossings within a few hundred yards & often traffic & buses are at standstill. This will only get worse & send more traffic onto side roads trying to get through. The A34 is often at a standstill & very prone to accidents due to frustration with the gridlocked road. More cars. Cycling is not a safe alternative. The roads are too narrow to cope.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1271 | 24/08/2017 | G M | Waddle | | | | | N |
| 4136 | Comments | | | | | | | |
| <p>I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; Schools, Doctors, Leisure Infrastructure not capable. Traffic is already a nightmare!</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1272 | 19/08/2017 | Mr & Mrs J | Lloyd | | | | | N |
| 4141 | Comments | | | | | | | |
| <p>1. There is not enough infrastructure to support it e.g.. Schools, GP Surgeries. 2. Difficulties with travel e.g.. Increased delays in getting into city centre. 3. Massively destroying GB - loss of views of the countryside.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1273 | 20/08/2017 | June | Taylor | | | | | N |
| 4146 | Comments | | | | | | | |
| It is unfair to take GB away from Cherwell to cater for the overspill from Oxford City. It would appear to be of no benefit to Cherwell's waiting list, who are themselves desperate for affordable homes. I have lived in the area for over forty years and in that time seen local young families driven out and housing taken over by incomers. We need houses for our local families that are affordable. Houses here are comparable to London prices, but wages are much lower. Transport links are already awful. The A44, A34 and A4260 into Oxford are usually almost gridlocked at rush hours. Streets are congested by commuter parking as they are unwilling to pay parking fees. Look by any bus stop and the adjoining roads will have cars parked close by, leading to congestion. Compared to London Oxon has very few parks and green spaces, so to take away any more GB would be madness. What about the pollution caused by more traffic? There are a 100 reasons not to go ahead with this. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1274 | 21/08/2017 | Gordon | Wyles | | | | | N |
| 4151 | Comments | | | | | | | |
| Total agreement with all the reasons for not building on our lovely area of GB. Increased volume of traffic would be one of the worse results, and I will miss the lovely fields and trees that I have known for the past seventy odd years. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1275 | 18/08/2017 | Mrs Marjory | Kilby | | | | | N |
| 4156 | Comments | | | | | | | |
| Oxford chooses to use land within the city for business developments. Why expect Cherwell to provide land for housing the people wo come to work in them? - The GB was created to prevent urban sprawl and keep the character of distinct communities. - Schools, GP practices and other public services are already struggling and could not cope with extra burdens. - Roads through Kidlington and Gosford are already congested, especially at peak times. Air pollution and noise will increase. The premise that half of these houses would be affordable is nonsensical. Most will be bought by London commuters, not our young people and key workers who cannot afford to buy homes near work. - We need green spaces for recreation. The areas where building is proposed provide walkers and residents with welcome relief in a mostly built-up area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1276 | 19/08/2017 | Mr M | Pratley | | | | | N |
| 4161 | Comments | | | | | | | |
| This is wrong to smother us and Yarnton with Oxford housing needs. It would destroy us all - would merge us with Yarnton. We would not be a village anymore and it would devalue our homes. It would destroy GB and loss of homes for natures wildlife. Should be near Oxford for their needs. Roads cannot manage traffic now. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1277 | 19/08/2017 | Miss B | Pratley | | | | | N |
| 4166 | Comments | | | | | | | |
| Its not right to build all around here and Yarnton. I strongly oppose it - we would not have a village left. Loss of GB. The roads would not cope at all. It is very bad now. Destruction of habitats for wildlife. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1278 | 19/08/2017 | Mrs V | Pratley | | | | | N |
| 4170 | Comments | | | | | | | |
| Strong disagreement from Kidlington resident to all the buildings proposed. Kidlington would be swallowed up by Oxford sprawl. Kidlington and surrounding villages would not be individual places anymore. We don't want to merge with the others. Will not be viable on the roads - very bad now. Oxford sprawl belongs in Oxford area. We don't want congestion here. This will surely devalue our properties. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1279 | 20/08/2017 | D | Williams | | | | | N |
| 4175 | Comments | | | | | | | |
| Not Positively Prepared. Not Justified. Not Effective. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1280 | 20/08/2017 | Mrs | Williams | | | | | N |
| 4180 | Comments | | | | | | | |
| Not Positively Prepared. Not Justified. Not Effective. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1281 | 18/08/2017 | Dawn | Williams | | N | | |
| 4185 | Comments | | | | | | |
| <p>The traffic proposals are ridiculous. Kidlington is already a giant traffic jam at peak times. The proposals seem to be put in more bus lanes, in other words, anyone driving can sit in even longer queues so long as Oxford's poor professionals can zoom through. Oxford has long had it's eye on Kidlington as creating cash - all that extra council tax and no intention of any benefits to us. We are a nice area with no real no-go deprived areas which need additional funds. The infrastructure cannot cope already and no solutions are presented. How are these extra houses going to be "affordable" when Kidlington house prices are so high. No building company is going to sell at less than market value. There is no guarantee that Kidlington residents will be given first choice of the "affordable" housing. Oxford "identified" the problem. Let them solve it. Stop building student accommodation or let their "professionals" buy them. All the benefits will go to Oxford and Kidlington will be destroyed as a community to become a satellite to Oxford.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1282 | 14/08/2017 | Mr & Mrs B | Knight | | N | | |
| 4190 | Comments | | | | | | |
| <p>The proposed new housing development will cause more traffic on our already overcrowded roads. Are there any new schools being built for children. Are there any more health centres being built - current waiting times for appointments can be three or more weeks with our overworked doctors.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1283 | 22/08/2017 | NP | Barrett | | N | | |
| 4195 | Comments | | | | | | |
| <p>We are very concerned by the proposal local plan as we believe it will have detrimental effects on the villages of Kidlington and Yarnton. We do not believe it will benefit local residents or Oxford in any way. The proposal for additional housing around the Oxford Parkway station will not benefit Oxford. The London commuter, "buy-to-Let", markets are already moving in to take advantage of the station. Additional homes in the area will exacerbate the problem. The additional traffic onto the Oxford Road in the vicinity of the station will add to our already very poor traffic situation in the area. The commuter traffic in Kidlington is already unbearable. This will add to local frustration, increasing noise and air pollution, and further reducing the quality of life for local residents. The local areas infrastructure, roads, cycle and tow paths, schools, doctors, etc., all need to be significantly improved before the proposed developments take place not afterwards. The developers do not have local residents or Oxford's interests in mind, generally just short term profits! We do not believe the proposed local plan is a sustainable solution as it appears not to address the local infrastructure issues. It does not provide a coherent plan for the area and it does not justify building on the GB. We hope that you will reject this plan and protect our local interests.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1285 | 17/08/2017 | Diana | Bouckham | | N | | |
| 4204 | Comments | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with all the objections above. Kidlington should be left as it is, a 'large village', not become part of Oxford. Underfunded public services are struggling and will deteriorate further. Waiting time to see a GP will be even longer if plans go ahead. I fear for my children and grandchildren who live in Kidlington. There will be a 'traffic gridlock' as there seems no plans to improve local road networks. Air pollution will be worse as more houses will mean more traffic. Closing Sandy Lane would also be a disaster.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1286 | 17/08/2017 | Mr & Mrs R | Shepherd | | N | | |
| 2175 | Comments | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. While SOME expansion would be acceptable it is not appropriate to plan to build 4400 houses in Kidlington, particularly at the cost of Green Belt. There is no adequate justification for the destruction of Green Belt. Oxford should look within its boundaries and not destroy the small amount of open ground between Oxford and Kidlington. The infrastructure cannot cope with that number of additional dwellings. The schools the roads, the facilities and amenities in the area to say nothing of the GP Practices! Listen to what the people who LIVE in Kidlington are saying and scale down the proposed developments. You are elected by the people to represent the people, not the developers and certainly to Oxford City Council. So do the right thing & represent our views!</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1287 | 15/08/2017 | Mr & Mrs R | Harris | | N | | |
| 2179 | Comments | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We object to PR1 and PR3. Green Belt means Green Belt forever.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1288 | 14/08/2017 | Kim | Martin | | N | | |
| 2183 | Comments | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. If the additional homes are required by Oxford, is Oxford going to provide the funding for the additional infrastructure? I would expect any homes built near the Kidlington Railway Station to fetch a top rate selling price so how are the needy going to afford them? The additional traffic is going to be too much for the road to cater for. The trees and wildlife around Kidlington will suffer.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - General Comments

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| PR-C-1289 | 14/08/2017 | Ann | Martin | | | | | N |
| 4209 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We must keep our Green Belt, which is designed to prevent urban sprawl. The proposed development around the new railway station will feed the high end of the market and will do little to address the housing crisis, or affordable housing - ref PR4a, PR7b, PR7a, PR6a, PR6b, PR6c. Have transport and other infrastructure projects been costed? Will Oxford pay for these? What about our wildlife? The proposals will harm habitats, flora and fauna irreparably. Will CDC & Oxford City Council ignore butterflies, lizards, snakes, great crested newts, wild flowers & deer, in breach of regulations? The Green Belt is important and irreplaceable environmental resource that helps promote locally grown food, supports wildlife and provides much loved breathing space. Villages want to keep their identity, but it seems local people are allowed little input. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1290 | 15/08/2017 | David & Janet | Davis | | | | | N |
| 4213 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. There is a problem with Thames Water telling everyone in Kidlington to save water at the moment. Also the sewage drains are at capacity. Where will all the extra produced by new houses go? No thought to extra traffic produced as the infrastructure has to be bid for. What happens if the money does not get allocated after the development has been built? Could the open spaces within Oxford ring road be used instead of Green Belt e.g. from Wood Farm to Marston? This development by Oxford is unacceptable. Oxfordshire County Council and Oxford City Council should be looking for capacity in Oxford. Once Green Belt has been built on and a precedence started, nothing will stop the developers. Making this area an urban sprawl, the promise of social housing is only a rouse as has been proved in other areas of the country. Cherwell District Council are being held to account over this, apparently thinking that they can do as they want. Hence how they gave so little time initially to allow people to comment on the plans. Please take notice of local opinions! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1291 | 15/08/2017 | Mr D | Myers | | | | | N |
| 4217 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given ; Our Green Belt and villages within them, so close to Oxford City must be protected from the proposed damaging major housing development for health reasons. This is to mitigate the effects of increasing harmful pollution levels and deteriorating air quality on the people that live in the villages, especially along the main arterial roads. My family and I have lived in Kidlington since 1981 and we have witnessed a dramatic increase in traffic volume and pollution in recent years. This is especially noticeable at peak times when the A34 and A40 roads are increasingly impassable due to high traffic levels and frequent accidents, resulting in locally clogged village roads. Our already congested and often gridlocked arterial roads through the villages of Kidlington, Yarnton and Begbroke cannot accommodate a further influx of high traffic volumes that a housing developments of 4400 homes would create. Our bus services are already under severe strain at peak times. Cherwell District Council has made no plans to improve the affected local road network, or a sustainable new infrastructure for further generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1292 | 14/08/2017 | Mr B & Mrs J | Higgins | | | | | N |
| 4221 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We would be losing Green Belt areas put in place to provide open spaces between built up areas for everybody's enjoyment. By joining together Kidlington, Yarnton and Begbroke with Oxford would make one massive urban development and these villages would lose their individual identities. Villages such as these make up the whole essence of the British way of life. Smaller developments, retaining Green Belt would be far more considerate. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1293 | 10/10/2017 | L | Howard | | | | | N |
| 4225 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Green Belt should not be used for housing. We have housing land available in other parts of the country. As our area is unable to absorb extra pressure on roads (e.g. A34), hospitals and other public services, e.g. Schools and public transport. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1294 | 14/08/2017 | C | Howard | | | | | N |
| 4229 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We live very close to this development and I cannot go out on Fridays or Saturdays as the A34 is a 'Car Park'. So how can you let another 8000 cars join the queue? Already the GP's and Schools are overstretched. Please use common sense about this. We need the Green Belt for escape from traffic. Please think of people living next to the A34. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1295 | 12/08/2017 | E | Bolden | | | | | N |
| 4233 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with the above objections the green Belt was introduced to stop urban sprawl. The infrastructure will not support the additional population and the main roads are a frustrating nightmare on Pear Tree. Kidlington is too big for a village and should be a town. This would stop Oxford trying to swallow it up and becoming another Cowley of Iffley. Shame on you Cherwell Councillors, you should look after Cherwell's interests, not bow down to Oxford. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1296 | 10/08/2017 | Alison | Ingram | | | | | N |
| 4237 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to our area having to give up its Green Belt in order to solve the housing problems of Oxford. Particularly as the city has used land for Business Parks rather than housing. Public Services and roads in our area would be overwhelmed. I particularly object to the proposed closure of Sandy lane as this is our access to Yarnton Nurseries which is well loved and very well used.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1297 | 09/08/2017 | A | Kelly | | | | | N |
| 4241 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I feel this is far too many houses. Where will all these people work? The roads into Oxford are far too congested already. More Schools? More GP Surgeries? We do NOT need Oxford overspill. Let them find places in and around Oxford that doesn't use the green Belt. It should be protected as has been done for hundreds of years.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1298 | 10/10/2017 | M J | Kelly | | | | | N |
| 4245 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. It can take up to 1 and 1/2 hours to get to the ring road from Kidlington in the morning. These proposals will only make things worse or impossible. I strongly object to these proposals.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1299 | 15/08/2017 | S M | Rawlings | | | | | N |
| 4249 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object on principle to building on Green Belt land. Once built on it is lost forever. The traffic through Kidlington is bad enough now, without exacerbating the problem by building many more houses. I also have great difficulty getting a GP appointment now (up to 3-7 weeks currently) without having to compete with many more people.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1300 | 13/08/2017 | Mr & Mrs M | Evans | | | | | N |
| 4253 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We don't think the GP Surgeries in this area will be able to handle the influx of new people, we have to wait up to 4 weeks to see a GP as it is. The roads are chaotic as it is, with the abortions of the Woodstock and Banbury Road roundabouts. Another 4,400 cars at rush hour? Get real. We should not be encroaching on our precious Green Belt land.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1301 | 11/08/2017 | Mrs K J | Mansfield | | | | | N |
| 4257 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I believe that the submission plan is neither justified or sustainable. Building on the Green Belt should never be agreed to. Oxford City is far too big as it is. We in Cherwell should not have to give way to this. The policy on infrastructure is not costed and the present highway network is already far too weak for the current housing. The public has not had enough time to object or agree to this. Once the Green Belt is built on it is lost forever, and all areas will be covered by ugly urban sprawl. We neither asked for, or agree to this. I consider the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given in my specific objections.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1302 | 22/08/2017 | Mrs M | Duffield | | | | | N |
| 4261 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I wish to express my opposition to the proposed Cherwell Local Plan for the area including Yarnton, Begbroke and Kidlington. I would emphasise the areas which are designated "Green Belt" should not be desecrated by this development. The residents of this area will have their green lung permanently destroyed and the inheritance for future generations will be gone for ever. We have a right to breathe fresh air and should not have our environment, with the inevitable increase in traffic polluted by more and more vehicles. Furthermore we in Yarnton and Begbroke have been disadvantaged by the withdrawal of one of our regular Stagecoach buses from three to two per hour. We have no direct means of travelling to Kidlington via public transport and in the proposed plan it has been suggested that our direct route to Kidlington via Sandy Lane be closed to those who do have personal transport. The whole plan seems to have been conceived by a committee whose only interest is in financial gain for Cherwell with no consideration for the interests or well being of those who live there.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1303 | 18/08/2017 | P | Foyle | | | | | N |
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4265
Comments
Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.

Changes Sought
Reasons for Participation

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| PR-C-1303 | 18/08/2017 | P | Foyle | | | | | N |
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5393
Comments
Totally against Oxford trying to take us over and dump their housing problem on us.

Changes Sought
Reasons for Participation

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|------------------|------------|--------|-------|--|--|--|--|---|
| PR-C-1304 | 02/10/2017 | Graham | Perks | | | | | N |
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4269
Comments
Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The roads in North Oxford cannot cope with the current volume of traffic even after all the roundabout improvements. Building new houses will bring even more traffic as it is not just one per household but often two or three. Politicians need to be much more imaginative than they are at present e.g. restricting the number of cars per household to one as in the Channel Islands, re-opening the Oxford-Witney-Fairford railway line with stations and car parks at Yarnton, Cassington, Eynsham and Witney, re-opening the Banbury-Kingham-Cheltenham railway line. In other words get the traffic off the roads before there is gridlock.

Changes Sought
Reasons for Participation

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| PR-C-1305 | 07/10/2017 | Catherine Mary | MacRobert | | | | | N |
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4273
Comments
Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. In addition to my wish to preserve some attractive Green Belt land, I have two concerns; 1. What provision will be made for the extra traffic which will result from the proposed development? Already the Kidlington roundabout is close to gridlock in the morning rush hour. Traffic lights at least will be needed there. Have you agreed this extra expense with OCC? 2. Part of the area which you propose to develop is low-lying and liable to flooding. What makes you think that people, especially those on lower incomes will be willing to buy houses in the new development if they cannot gain insurance, or if they can at an extortionate price?

Changes Sought
Reasons for Participation

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| PR-C-1306 | 02/10/2017 | Lucy | Moore | | | | | N |
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4277
Comments
Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I grew up in Oxford and return to visit friends and family. With each return I see a little less countryside and a little more congestion. Building on the Green Belt is not justified when so much Brown Field is available. The plan is unsustainable, urban sprawl must be contained. One day I hope to return to Oxford. However these plans are not positively prepared and side-line the quality of life of existing residents, so I feel less inclined to return. Arranging to meet people in Oxford becomes more difficult with congestion issues. Building on the Green Belt is not effective, showing short termism. We should be leading the way with innovative, forward thinking solutions not based on unsound plans & quotas. Please give the Green Belt and Oxford the space & respect it deserves.

Changes Sought
Reasons for Participation

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|------------------|------------|-----------|----------|--|--|--|--|---|
| PR-C-1307 | 04/10/2017 | Dr Robert | McGurrin | | | | | N |
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4281
Comments
Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to plan PR1(a) as being untenable and now redundant in the light of the national government's revised calculations of the number of houses needed in the local area from 100,000 to 68,000. Although not official policy yet I find it deplorable that CDC is rushing ahead with the plan in flagrant repudiation of proposed national government policy. The cumulative and substantial effect upon local villages along the A44 growth corridor from Oxford to Woodstock are obvious; traffic congestion, safety, noise, unhealthy air quality, overwhelmed infrastructure and degraded local environment. Also the destruction of the integrity and special historic character of the small town of Woodstock and its cultural heritage in the almost frenzied pursuit of local authorities hungry for more and more tax revenue.

Changes Sought
Reasons for Participation

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| PR-C-1308 | 06/10/2017 | Carolina & Peter | Laitt | | | | | N |
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4285
Comments
Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We consider the proposed submission plan to build thousands of houses on the Green Belt in and around Oxford, unsound, not positively prepared, not justified and not effective. The proposal will impact on ourselves and the residents of North Oxfordshire & Oxford. It will raise pollution levels, our beloved countryside will disappear where people walk to relax and there are farms. It would be an atrocity to convert the golf course in North Oxford (the 1st and oldest course in Oxford) as it provides a space for young and old to exercise and socialise. Moving it elsewhere will require decades for trees to mature, and people will feel disengaged. The environment will be damaged by loss of habitat, deforestation, overpopulation and there will be an increase in CO2 due to an increase in vehicles. In turn this will cause a negative impact on health of us and future generations. Research indicates an increase in CO2 has a direct correlation with cancer, lung and neurological disorders. Quality of life will be impacted as traffic gridlock will occur on already overwhelmed roads, increasing noise and dust. Already strained local services like GP Surgeries, hospitals, schools, public transport will suffer. We all know the houses will be unaffordable for local people anyway, only benefitting profitable London commuters, Buy to Let and Foreign investors.

Changes Sought
Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-1309 | 06/10/2017 | Alicia | Gardner | | | | | N |
| 4289 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with reasons PR1(a), PR3, PR11 and unreasonable consultation process. Therefore, I oppose construction on the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1310 | 06/10/2017 | Douglas | Roberts | | | | | N |
| 4293 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with objections, PR1(a), PR3 and PR11 and to help save the Green Belt, the local countryside and our rural villages in Cherwell and Oxford's unmet housing needs. I support the stance CPRE Oxfordshire have taken that the city could meet most, if not all of it's housing needs within its own boundaries by prioritising land for housing and making sure houses are genuinely affordable homes that people are hoping for. This could be achieved by making better use of brownfield sites and taking a step increase in density targets. Extra housing would require extra transport requirements, but there appears to be no proposals to cope with increased traffic and congestion. Plans should be put on hold until this is addressed. Also Sandy Lane should be improved, not closed to vehicles. I believe CDC can do better with regard to building the required houses without concreting very the Green Belt we require for future generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1311 | 05/10/2017 | Adrian | Thomas | | | | | N |
| 4296 | Comments | | | | | | | |
| The loss of greenbelt land is not justified. This is a long term designation and should not be overturned. The proposals add to an already over burdened highway network and contain mitigation for this. The land around Kidlington provides much needed amenity space and is used for walking and relaxation. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1312 | 09/10/2017 | Anita | Bayne | | | | | N |
| 4300 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I have moved from a very rural area to Kidlington over 20 years ago. I was delighted that I don't have to walk far to find countryside and wildlife despite Kidlington's size and proximity to Oxford. My partner and I visit the fields under threat with a bat detector. As a birdwatcher I've heard many different species. Obesity is increasing and Public Health England are encouraging people to walk more, but you will be taking away easily accessible local walks, the lungs of the area. Residents will have to use their cars to go elsewhere, or walk on polluted concrete pavement. Once the land is built and under concrete it will be lost forever to future generations. Please do not go ahead but think of the environmental damage and loss. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1313 | 09/10/2017 | Simon | Barnard | | | | | N |
| 4305 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I'm dismayed by the proposal to build 4000+ homes in and around Kidlington on effectively virgin farm land/green belt. Kidlington has thus far preserved its distinct identity rather than being an extension of Oxford. The proposal will double our population, merging us with Begbroke and Yarnton, whilst robbing them of their separate entities. I understand the need for new homes but this is an ill judged plan to deal with Oxford's housing issues by dumping its problems on its neighbours. No attempt has been made to consider the transport and infrastructure requirements for the 4000 new homes. Kidlington's roads are near gridlock at peak times and GP surgeries oversubscribed. A letter to the Oxford Mail summed up the prevailing attitude by suggesting Oxford's Housing needs could be solved by "building on land near the airport". Presumably justified on the basis that Kidlington's residents are too ill informed to object and thus deserving of their environment being blighted by a massive overspill building scheme. I reject CDC's proposals, an example of unabashed urban sprawl. We deserve better. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1315 | 07/10/2017 | S J W | McFarlane | | | | | N |
| 4313 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. It is crucial that a balance should be preserved between meeting an acknowledged need for more affordable housing for those living and working in Oxford, and the preservation of a unique city and its immediate environs. Oxford has no responsibility for providing housing for those who wish to use Oxford as a convenient dormitory for London. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1316 | 09/10/2017 | Annette | Johnson | | | | | N |
| 4314 | Comments | | | | | | | |
| Objects to the proposal of 2480 dwellings & other developments in Yarnton & Begbroke. Unsound for the following reasons: The proposals far exceeds the existing house numbers for Yarnton (approx. 1100) & Begbroke (approx. 350); It will overwhelm the local sewerage system which is already problematic since Pixey & Creswell Closes' were built; There will be a huge effect on drainage of rain; Extra traffic will be created on already saturated A44 (both ways). This will not be mitigated by a limited length bus lane (for which funding is not seen as available). This may only encourage routing via the A44, further reducing access already affected by a reduced S3 service from 3 to just 2 per hour in favour of yet another bus running through Kidlington. There is no need for a railway station at Sandy Lane crossing. The route along Sandy Lane is the main access to Kidlington from Yarnton for shops, dentist, library, sports centre banks & local council office. Any action to close this route to motor vehicles will result in additional car miles & pollution. The proposal will have a detrimental effect on local wildlife as we have deer, foxes, badgers, hedgehogs that roam around our open fields as well as plentiful open space for insects & other wildlife. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1324 | 10/10/2017 | Maureen | Haile | | | | | N | | |
| 4343 | <p>Comments</p> <p>Object to plans to build on GB because; It is premature. Oxford City has not yet produced its local plan, thus it's unmet housing need is unknown. The Governments methodology for calculating this indicates they've overestimated. No strong exceptional circumstance case for GB release has been made. It goes against NPPF policies to keep it permanent. Other non GB sites in Cherwell could be used. The Kidlington Gap (PR6a & PR6b) should be protected to prevent urban sprawl and village identities. The Golf course is a valuable recreational amenity that can't be moved. Object to transport strategy because; Most improvements are un-funded. Railway proposal is unrealistic. Unreal expectations for people to journey on foot, bicycle & bus. No demonstrations of air quality improvement, Oxford being an Air Quality Management Area, especially plans PR6a & PR6B adding to more cars onto the A4165. Does not take into account house building in the pipeline. How will building in PR6a & PR6b be affordable homes? London commuters will buy them. Schools, GP's, Hospitals etc. are already pressurised. Cutteslowe Park is not given sufficient protection.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | | |
| PR-C-1325 | 10/10/2017 | Susan H | Manley | | | | | | | |
| 4344 | <p>Comments</p> <p>Object to building on GB between Oxford and Kidlington and on OUP cricket ground and golf club. In an era where illness due to lack of exercise, such as diabetes, are leading to massive problems for NHS. Removing the golf and cricket club is an extremely bad decision and wasting money on relocating the golf course is even worse. Roads, buses and rail services will be overwhelmed at peak hours. These houses will be too expensive for research assistants, biomedical assistants and teachers - all vital for Oxford!</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | | |
| PR-C-1328 | 10/10/2017 | Mark C | Thomas | | | | | | | |
| 4354 | <p>Comments</p> <p>Oxford City shortfall on housing. Very strong objection to housing development for villages of Begbroke, Yarnton and Kidlington, together with development of the 'Woodstock East' field in Woodstock, the Airport, Langford Lane and the A4095. Much of the area along the A44 will become a huge suburb for Oxford City. These villages do not have the infrastructure to cope with this massive influx of people. Traffic on the A44 is already a nightmare and no amount of Park and Ride Schemes will solve the problem. Schools and Doctors' surgeries are oversubscribed. Promises of new schools do not happen soon enough and do not solve the traffic chaos. Fight this imposition by Oxford City Council to create urban sprawl along the A44 and join up the villages.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | | |
| PR-C-1333 | 10/10/2017 | James | Masey | | | | N | N | N | Y |
| 4373 | <p>Comments</p> <p>Associated with the increased number of vehicles and the inevitable congestion caused, not only at peak travel times, there will also be heightened levels of both pollution and noise and as my home is no more than 40 metres from the A44 this could have profound affects on the health of my family and pets. My daughter is 10 years old.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>For the reasons I have given and the Representations made by The Begbroke & Yarnton GB Campaign which I additionally support and adopt as my own Representation in this document, the plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>I would like the Begbroke and Yarnton GB Campaign to represent me at the Examination should it take place.</p> | | | | | | | | | |
| PR-C-1337 | 10/10/2017 | Mrs D | Sharman | | | | | | | |
| 4387 | <p>Comments</p> <p>Object to building houses around Yarnton, Begbroke, Woodstock & area. We are a flood plain with canals & water courses around. Bad weather creates excess water on the roads from fields. Wider roads and larger buses are not viable without removing footpaths & mid road safety barriers, especially on 50mph roads. The Yarnton bridge is a pinch point. Bus companies can't afford larger buses. New residents will have 2 cars. Don't close Sandy Lane, locals use it. Our old villages (referred to in the Doomsday book) & countryside will change/be lost. The new estate in Yarnton has already caused sewerage system problems. We don't want to be a suburb of Oxford.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | | |
| PR-C-1341 | 09/10/2017 | Mrs Jill | Davis | | | | | | | |
| 4391 | <p>Comments</p> <p>Strongly object to further Green Belt land i.e.. The back of The Moors being used for more houses. The land is subject to flooding and is next to other green areas full of wildlife & footpaths joining us to Hampton Poyle along the river. This constitutes a free 'park like' area for us to enjoy. There is already enormous congestion with traffic through Kidlington, and further development will make this worse.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | | |
| PR-C-1343 | 09/10/2017 | Miss Josephine | Willoughby | | | | | | | |
| 4398 | <p>Comments</p> <p>Attended information session at Cutteslowe Pavilion an is concerned re: 1. The inevitable effect on the volume of traffic between Cutteslowe roundabout & Kidlington which is already extremely heavy. 2. The increase in air pollution already at a serious level. 3. I visit C. Park at least 4 days every week while dog walking, for access to the fields & river beyond. The proposals would remove large parts of the GB which is of enormous value to so many. To the N & E of the park the unbroken views of hills & trees would vanish.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1344 | 09/10/2017 | Mrs Margaret Gwynneth | Seume | | | | | |
| 4399 | Comments | | | | | | | |
| <p>I plead for you to not support the plan to build in the surrounds of Begbroke, Yarnton, Kidlington, Woodstock East Field, Oxford Airport, Langford Lane and the A4095. It would mean the whole area along the A44 will become and Oxford City suburb. It would join up Woodstock, Begbroke, Yarnton & Kidlington. Villages will lose individual identities & boundaries. The 'green lung' must be maintained. The diverse wildlife would lose their habitat and disappear. This arable land shouldn't be lost to housing estates. Woodstock residents lost the fight for 'Woodstock East'. We thought CDC did not wish to develop their part of this area, but Oxford City's 'need' has forced you to re-submit plans. I accept there is a housing need for essential workers & young people. However Woodstock properties sell to in-comers as their prices are too high for locals. The Oxford Parkway has encouraged people close to London to move here, not helping local need. It's unfair of Oxford City to force other Oxfordshire councils to accept their shortfall in housing & social housing needs. Is this legally binding? It's their problem, they should solve it within their boundaries, or cut back their plans. I understand Oxford City has enough land to meet its need but prefers to retain this for business & more attractive development. The Colleges have too much power, expanding at an alarming rate. E.g. the old VW dealership, Iffley Rd, which could have been used for social/affordable housing, but well off Colleges have acquired it for student accommodation. The infrastructure along the A44 cannot cope with a huge influx. Traffic at peak times already a nightmare. More P & R's will not solve this. The proposed Airport P & R will bring in more vehicles from outlying areas causing traffic chaos for Woodstock, Bladon, the A44 & A4095. Schools & GP Surgeries area already oversubscribed. I know sites for these are suggested, but developers seem to build, then run out of money to provide extra facilities, despite being part of the original planning consent. I understand that Blenheim & the Colleges who own this land will make a huge profit. I know you have put in a lot of thought to this plan, forced on you by Oxford City, but please join with WODC to fight this urban expansion. The economy after Brexit is unpredictable, Oxford City's plans may be over optimistic. Much of the housing may not be necessary.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1347 | 09/10/2017 | Graham | Hillsdon | | | | | |
| 4404 | Comments | | | | | | | |
| <p>Object to the housing plan on GB surrounding Yarnton & Begbroke. I understand to relieve Oxford City Council from building in the City due to having no space. Ariel views show the City has huge brown & green field sites for housing. I understand a majority of G B in question is owned by Oxford University & Colleges. They also own land within the City, presumably more precious. My family have resided in Yarnton since the late 1800's. Understandably villages grow. Yarnton has quadrupled in 40 years. The Cresswell Estate addition has negatively changed the village. The plans would join Yarnton, Begbroke & Kidlington into a town. Add this to the proposed Northern Gateway & Drinkwater Farm, we would then be in the City. At Begbroke Science Park Soirees, attended by myself, Prof Peter Dobson assured the community any future development would be within the existing tree lined perimeter of the site.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1350 | 09/10/2017 | Mr PA & Mrs JM | Carpenter | | | | | |
| 5084 | Comments | | | | | | | |
| <p>There is a significant bat colony (existing for over 35 years) behind bungalows in Rutten Lane, Yarnton. Already a great amount of wildlife has been lost due to the building an 168 residence block in Yarnton. Pleads for no more losses.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1352 | 09/10/2017 | S | Cooper | | | | | |
| 4421 | Comments | | | | | | | |
| <p>Dismayed at the plan to build 4,400 houses in Kidlington/Begbroke/Yarnton because Oxford City couldn't accommodate the required number allocated to them. The long queues of traffic on the A44 will become worse and Kidlington is the only other route into Oxford on this side of the city. It is already full to capacity and traffic joining and leaving these two main roads are sure to cause more accidents. How can Sandy Lane be closed when it is the only access to Kidlington from Yarnton and Begbroke. It would mean a 2 or 3 mile diversion either to Langford Lane or Pear Tree Roundabout. It will destroy the GB and make this part of Oxfordshire a desert, and the high density development will leave children without space to play. There are many other reasons this seems to be a plan without consideration for people actually living in the area, and a little more consideration of the actual outcome and feasibility of the plans is needed.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1353 | 09/10/2017 | Mrs Valerie | Green | | | | | |
| 4422 | Comments | | | | | | | |
| <p>Object to the proposal to build 2,480 houses on the perimeter of Oxford (between Yarnton and Begbroke). It will destroy the beautiful GB ,endanger wildlife and make life unbearable for everyone. How long will it take to drive into Oxford at peak time when there are another 2,000+ cars on the A44? The infrastructure will not take it and cannot be sorted out satisfactorily. This is a very ill-advised project.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1354 | 09/10/2017 | V N | Smith | | | | | |
| 4423 | Comments | | | | | | | |
| <p>Strongly object to the proposal for Oxford City overspill until certain problems are resolved. The infrastructure is already clearly inadequate and especially with regard to highways and hospitals. It is wrong to provide housing for people who work in Oxford yet insist that Cherwell residents travel to Oxford for hospital treatment. If the reduction in patient care at the Horton Hospital is not reversed no houses should be built for Oxford City.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1355 | 09/10/2017 | Mrs Marion | Jones | | | | N | Y |
| 4424 | Comments | | | | | | | |
| <p>Strongly oppose the proposal to build 4,400 houses on the GB land around Begbroke, Yarnton and Kidlington. It is likely that the development will exacerbate the existing flooding problems and the increase in traffic will severely affect road congestion and pollution levels; Turnpike and Pear Tree roundabouts already become gridlocked during rush hour. A large part of the GB land under threat is agricultural and other areas have well defined footpaths for recreational purposes. There will be the loss of valuable habitats for many endangered species of wildlife such as the Barn Owl. I would like the Begbroke & Yarnton Greenbelt Campaign to act as my representative during the examination by the Planning Inspector.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>To be represented by Begbroke & Yarnton Greenbelt Campaign</p> | | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1361 | 09/10/2017 | Mrs Lorna | Logan | | | | | |
| 5089 | Comments | | | | | | | |
| Knows this area very well. Was born at Linkside Ave by N Oxford Golf Course (NOGC). Can see from walking the footpaths around there that plans already assume building on NOGC. The access from Linkside has been in place for years. The footbridge over the railway links the Northern Gateway with the park leading to Parkway / Water Eaton. This suggests pre-planned estates of premium housing which will be occupied by London commuters of means. This will not relieve Oxford's housing needs. Already local housing prices have risen. Who stands to gain? The landowners - mostly colleges! You are unaware of the value of this land for walking / recreation -I am. Objects to loss of GB. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1366 | 09/10/2017 | Dr & Mrs Charles | Steiner | | | | | |
| 4442 | Comments | | | | | | | |
| No consideration to the generation of extra traffic. Present congestion & pollution are already severe. Cutteslowe Park is enjoyed by many with its 'open rural views', could you not use Oxford's Brownfield sites? Local Authorities must define boundaries as per Para 85 of NPPF. This is not the case East of A4165 (Oxford Rd), giving no eastern boundary. The result being unrestricted urban sprawl, going against GB's purpose. Will there be low cost housing? Or will the majority go to London commuters, instead of Oxfords low paid workers, so in need. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1367 | 09/10/2017 | Mr Neil | Bennett | | | | | |
| 4443 | Comments | | | | | | | |
| Saddened that you think building on GB is acceptable, I'm heavy hearted regarding building 4,400 houses around Yarnton & Begbroke. Oxfords unmet housing needs; the number of houses required is overestimated, and calculated on businesses yet to locate to Oxford. Oxford City must have brownfield, derelict & vacant owned properties it could use. The City has much better road links & infrastructure to cater for more homes. Green Belt; CDC graded it as such recently. Sites along the M40 would be more suitable, creating a whole new community rather than 'swamping' existing communities. The recreational GB land, used by many locals offers peaceful ambience, differentiating each village. The proposal would make us part of Oxford. New houses would outnumber those existing. Yarnton has already suffered from this. More concrete would create greater flooding than already occurs, causing more disruption. Once GB has gone, it cant be recovered. Density; Everyone will be living in each others pockets. 'Affordable Housing' (20% off asking price) is not affordable for local people. I fear there will be more luxury 3-4-5 bed houses. These are not suitable for the needy younger generation. A scheme for capped prices should be made. The houses will instead go to well off London commuters and Buy to Let, increasing house prices even more. Transport; The current roads are already congested. New homes will have 2+ cars, swamping them further. Bus lanes will be hard to implement with all the bottleneck areas. Thus P & R not feasible either. Closing Sandy Lane is preposterous, making further congestion on alternative routes. Employment; I believe the figure over-estimated. Another Science park in Langford Lane will increase traffic, & units will remain empty. Buildings should be put near the M40. I am being pushed out of village life, and don't want to be a town. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1368 | 09/10/2017 | Helen | Allen | | | | | |
| 4447 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1375 | 10/10/2017 | Alan and Barbara | Hosier | | | | | |
| 4461 | Comments | | | | | | | |
| Lifelong residents of the area and recognise the need for homes but they should be built in the right place for everyone's quality of life. Traffic has reached saturation point at many times of the day, stretching from the of the A34 at Kidlington and reaching to the Banbury roundabout and beyond. The plans show no access or exit roads or any provision for the extra traffic. Surely this should be of major concern before considering further housing in the area. Not NIMBYs and recognise the need for homes but they should be built in the right place for everyone's quality of life. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1376 | 10/10/2017 | Fay | Curtis | | | | | N |
| 4465 | Comments | | | | | | | |
| Urban sprawl - the area will become a vast urban sprawl encompassing Kidlington, north Oxford and, Cutteslowe, Wolvercote, Begbroke and Yarnton, and quality of life will suffer from increased air, noise and light pollution. Very few of the houses would be 'affordable' in reality; developers regularly default on affordable housing quotas and predicted prices at Barton Park are already beyond the reach of first-time buyers. Most of the new houses are likely to serve London-commuter and buy-to-let markets, and our young people and key workers won't get the truly affordable housing they need. Underfunded public services will deteriorate further, traffic congestion and air pollution will worsen due to increase in vehicles, already in addition to the extra traffic from the 22,000 houses approved elsewhere in District, and over 10,000 to be built in other Districts for the Oxford overspill. The roads cannot cope now e.g. A44 Yarnton. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1383 | 10/10/2017 | Fiona | Mawson | | | N | N | N Y |
| 4481 | Comments | | | | | | | |
| Object to proposals and believe to be unsound, and contradicting national policy on GB and Cherwell District Council Local Plan 2011-2015 Part 1 regarding development in Category A villages. Fully support objections of Begbroke and Yarnton Greenbelt Campaign , Yarnton Parish Council and Begbroke Parish Council. Adopt as part of my own representation the representations made by Yarnton & Begbroke Green Belt Campaign. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| The plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for inspection. | | | | Would like to be represented by Begbroke and Yarnton Green Belt Campaign | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1383 | 10/10/2017 | Fiona | Mawson | | N | N | N | Y |
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4475

Comments

The council appears to have accepted Oxford City housing needs based on growth proposals and calculations put forward by the LEP, Oxford Growth Board and other groups which are out of date (particularly post-Brexit) and subject to revised housing number calculations currently part of a Government consultation. The plan appears to be hasty, haphazard and lacking careful consideration for the GB and those impacted by the plan. It lacks convincing argument that all other options have been explored and eliminated and lacks respect for the Council's responsibility to uphold its own policies. GB is recognised as restricting sprawl of built-up areas, preventing towns merging, safeguarding countryside, preserving historic towns and assisting in urban regeneration through he recycling of derelict and other urban land. The proposals will create urban sprawl extending almost continuously for 8 miles from the centre of Oxford to the edge of Woodstock. The original Cherwell Local Plan 2011-2031 (Part 1) classifies Yarnton and Begbroke as Category A, and Cherwell District Council policy allows only minor development.

Changes Sought

The plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for inspection.

Reasons for Participation

Would like to be represented by Begbroke and Yarnton Green Belt Campaign

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|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
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5314

Comments

The Oxfordshire Infrastructure Strategy Stage One Report in turn refers to the Thames Water report 'Taking Care of Water: The Next 25 Years' where concerns are raised about infrastructure capacity. In the light of this report it would seem that any additional significant demand placed on these facilities is likely to tip the balance unless additional investment is made in advance.

Changes Sought

Reasons for Participation

To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes

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|------------------|------------|-----|-----------|-----------------------------------|---|---|---|---|
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
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5325

Comments

There is very little direct evidence offered within the proposal document aside from oblique references to supporting studies, a number of which also contain data that directly contradicts the assumptions underpinning the review. There is a clear practice of 'cherry-picking' and reliance on half truths. In other areas of the proposal document there are outright contradictions with its own position. (Policy PR3) states one of the aims of the review is to "exceptionally allow for development in the Green Belt having considered all other reasonable options and the vision and objectives we need to achieve" Yet there are numerous references throughout the review document justifying the proposals by virtue of them not 'undermining' the original local plan submitted by the council in 2015. This hardly confirms that all other options have been properly considered. This theme is repeated throughout the document and seems to equate the principles of review with the action of 'undermining' previous plans and proposals. This hardly sets the scene for a genuine intention to leave no stone unturned when looking at ways of finding additional capacity. The original plans are treated as a 'sacred cow' that should not be altered in any way. This is repeatedly referred to in the document as a positive asset. In that sense it self-evidently does not represent a review at all. The proposals contained within are simply being 'bolted on' the original plans in order to prevent any need to actually look at them again. This is disingenuous, not only with respect to the Council's responsibility and agreement with the planning inspectorate to review their original proposals latter 2 years, but also to the people that Cherwell District Council (CDC) represents. The second thread is one of 'greenwashing' whereby spurious claims are made for the environmental benefits of destroying large areas of greenbelt. These include nebulous paragraphs suggesting 'green infrastructure' gains as well as ludicrous claims for increases in biodiversity, wildlife habitat, access to recreation, reductions in pollution and improvements in air quality. All of these aspirations are of course laudable, but few, if any, of them have any basis in fact. Neither is any direct evidence given of the realistic availability of these aims. They simply pepper the proposals in an obvious attempt to obfuscate the significant environmental damage that they represent. It is apparent from specific errors in geography displayed in these proposals that the planners involved have little knowledge of the boundaries and local landscape involved. However the penultimate paragraph in the executive summary seems to suggest that the architects of these proposals aren't even confident themselves that they can be achieved, allowing for the option of reversing the proposals if this proves to be the case. Another issue that needs to be examined is the true ability of Oxford City to meet its own housing requirements. Claims of being 'full up' seem to evaporate very easily when a new business or university development is proposed. Economic growth seems to trump the need for houses at every turn which brings into question exactly why Oxford's housing needs are not being met. Perhaps if they prioritised housing projects over business and science parks, such as the much lauded Northern Gateway plans, they might have more scope to deal with their lack of affordable homes. All the time they use up brownfield sites for new economic developments, they are not only removing that land from a pool that could be used for housing, they are further exacerbating the lack of living space for yet more workers that they are seeking to attract with further business opportunities. No account is taken of the potential impact of Brexit. This is something I would wholeheartedly agree with. The figures being used now to justify an unmet need in Oxford are very liable to change, and considering new evidence that has recently come to light, it's highly likely that these figures will be revised downwards, perhaps making this review redundant. There have already been calls from the local MP Layla Moran to halt this consultation pending further research and analysis on the exact position regarding Oxford's unmet housing need in the light of both new government statistics and the impact of Brexit. This would seem like a very sensible move which I would wholeheartedly endorse but something that has so far been resisted by the executive members of Cherwell District Council who seem more keen to demonstrate co-operation with dubious claims from Oxford city, the Local Enterprise Partnership, Oxford University and the Oxfordshire Growth Board than they do to show loyalty to the local electorate that voted for them to represent their interests. The ease with which CDC has capitulated to these demands would seem to suggest other matters take priority over their responsibility to their wards. It seems that most of them would rather have an easy life than oppose plans that would be potentially damaging to the areas they represent. It's also clear from public statements made by the leader of the council that they regard this matter as a 'done deal'."

Changes Sought

Reasons for Participation

To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes

Proposed Submission Plan - General Comments

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|------------------|------------|-------|--------|------------------|
| PR-C-1388 | 10/10/2017 | David | Abbott | Highways England |
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4490

Comments

Infrastructure Delivery

We welcome the commitment to a collaborative approach between Cherwell District Council, Oxford City Council and other partners to identify infrastructure needs. We would expect to be included in this approach throughout the planning process.

We welcome the improvement of sustainable transport links along a number of corridors and consider them essential to minimise the additional trips that will affect the SRN, especially at the A34/A44 Peartree roundabout. It is requested that the impact of these proposals upon the operation of the SRN be assessed.

It is unclear at this stage what the cost of the transport infrastructure required to support the proposed PR development is likely to be. Furthermore, it is also unclear whether further funding (in addition to developer contributions, i.e. through local or central government etc.) would be required to fully provide the infrastructure required. We request that further clarity is provided on this.

The Oxfordshire Infrastructure Schedule and Transport Assessment associated with the PR categorises infrastructure schemes in order to prioritise funding going forward, with the understanding that not all identified schemes are likely to go forward. It is unclear at this stage whether that potential shortfall relates to any of the schemes identified to support the PR development. It is therefore unknown if the impact of the additional development proposed through the PR would be fully mitigated and also whether there could be a residual adverse impact to the operation of the SRN. We request that clarification of this point is provided.

Notwithstanding our comments above relating to infrastructure, there is also the issue of DfT's strategic study into the Oxford to Cambridge expressway (OxCam). It is reasonable to assume that if the case for the expressway were successful and a scheme duly delivered the current A34 corridor (be it either upgraded or supplemented/replaced by a new corridor) would more than likely be able to cope with the growth associated with the PR. However, the status of this study is such that no reliance can be placed on it with regard to the PR, either in relation to its timing, alignment or design. To this end the PR needs to strongly emphasise the challenges in relation to the A34 corridor of delivering the government's ambitions for substantial growth.

Changes Sought

Reasons for Participation

| | | | | |
|------------------|------------|-------|--------|------------------|
| PR-C-1388 | 10/10/2017 | David | Abbott | Highways England |
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4489

Comments

Transport Modelling: We have considered the potential impact of the proposed development locations on the SRN junctions in the local vicinity, using high level outputs from the Oxford Strategic Model's Refined Development scenario. With the enhanced transport improvement package, modelling shows that the links on the A44 corridor appear to be approaching or over-capacity in 2031 for both morning and evening peak hours, while some junctions along these corridors are predicted to be experiencing delay. It is unclear whether the model was used to identify the proposed mitigation measures to support the additional housing development set out in the PR or whether these were taken from other sources and adopted in the model as a 'given' and it is requested that clarification is provided on this. We understand that two packages of strategic off-site transport improvements were tested in relation to the proposed development using the OSM. Highways England consider that there is a lack of clarity regarding the schemes included within these model runs (including those discussed in the PR such as a new rail station at Yarnton/Kidlington, the conversion of the A34/A44 Peartree Junction to signal controlled, the severing of Sandy Lane, the A40/A44 link road and the mode shift to cycling). Further clarity is sought on details model infrastructure inputs in this regard. We note that following the implementation of PR development there are predicted to be capacity issues along the A34 and at M40 Junction 9. It is not fully clear whether or how the operation is predicted to worsen when compared to the Do Minimum scenario. It is requested that a more comprehensive set of outputs is provided to enable HE to assess the impact of the PR development on the SRN and to assess whether the proposed transport improvement measures sufficiently mitigate those impacts. Furthermore, we are unaware of any more detailed junction modelling that has been undertaken, making use of flow outputs from the OSM. In order to accurately determine the operation of SRN junctions (including the A34/A44 Peartree junction, other junctions on the A34, and M40 Junction 9) it is recommended that junction-specific models are used to assess the operation of the SRN both without development and with development and the proposed infrastructure measures. In connection with this, sensitivity testing should be carried out for scenarios in which the provision of infrastructure that would affect the SRN is/ is not included, for example the A40/A44 link road and the severance of Sandy Lane to motor vehicle traffic. Testing a scheme to convert the A34/A44 Peartree junction to traffic signal control should also be included, whether or not this forms part of the infrastructure to be provided, since it has been referred to in the TA as possible mitigation measure, unless it has been discounted.

Changes Sought

Reasons for Participation

PR-C-1404

09/10/2017 Andrew

Hornsby-Smith

N

N

N

Y

5369

Comments

Other Kidlington Sites - No objection to a small allocation in the 6.26 hectare site represented as 38A in the Green Belt study, Site 122 in the SA, and one part of HELAA 155. Reasoning for this is that it could be accessed directly from the Northern Gateway service area south of Peartree roundabout, and would have good access to the planned local shopping facilities that will form part of the Northern Gateway. Its proximity would encourage walking to work there, or accessing the Park & Ride bus for jobs in Oxford. It does not constitute a strategic part of the Green Belt in my view, and is protected by the Golf Club to the east. This site could also be part used to create additional playing fields, which would reduce the shortfall in Kidlington. No objection to part of the land east of the A4165 being used for playing fields. Also believes that the narrow strip of land north of The Moors in Kidlington should be reconsidered. It scores well (HELAA 152) where an allocation in the southern part of 180 is suggested. Though further away from Oxford, it has good access to premium bus services, and to Kidlington village centre so would also be of economic benefit to Kidlington. It is also close to Langford Lane employment sites.

Changes Sought

Add new policy to incorporate land north of The Moors as a standby site, allocation 180.

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

Proposed Submission Plan - General Comments

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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5373

Comments

Site PR41 occupies the land the other side of Loop Farm, and shares the same advantages as the Frieze Farm site being close to the Peartree Park & Ride, within easy walking or cycling distance from the Northern Gateway site, and not close to a rail station that would jeopardise the ability to deliver genuinely affordable housing. There is a high quality bus service to the area, and to and from the nearby Peartree Park & Ride. This site operating in tandem with the Frieze farm site would require the need for the primary school I have proposed for the Frieze Farm site. The Green Belt Study (PR40) assesses this site as having high harm, and separates it into two parcels, and a total of 37.71 hectares. Most of the harm cited relates to the issue of integration with an existing settlement, the problem with the A34, and the harm to the canal side walk on the western boundaries. This site is highly likely to have a link road from the A40 to Loop Farm roundabout running right through the middle of it, which already introduces an urbanising feature, so it is, in my view easy to overstate the countryside location of this site, part of which also lies under the protective lee of the A34 flyover. My proposed use would be to use the link road as a spine road connecting to Loop farm, with development located primarily to the north and away from the canal side and screened from the noise of the A34. Not all of this site would need to be used. An allocation of 575 at 35dph would result in a land use of 16.42 hectares, and at 45dph the developed portion of land would be 12.78 ha. Either of these would allow for the creation of a generous buffer zone. A direct subway link could provide ready access to the Northern Gateway employment area, and this could form part of a green walkway.

Changes Sought

To develop 12.78 ha for 575 houses, to include access and Green walkway through to Northern Gateway, layout to link with proposed link road, extensive protection of canal side.

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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4510

Comments

Objection to the procedure used by Cherwell District Council which has not fulfilled its obligations under section 3.2 of its Statement of Community Involvement, which states that the Council will 'provide the community with balanced, clear and easily understood objective information.' Detailed criticism of documents available and procedures relating to Executive hearing on 19 June 2017. The decision was taken to approve the draft over 2 months before the publication of the Housing and Economic Land Availability Assessment (HELAA) on 25 August 2017, and this has resulted in the extension of the consultation period. However, in my view that is not in itself procedurally acceptable. Councillors will not have had the opportunity to see this key document prior to their decision to submit the proposed submission plan. Neither is this assessment taken into account in the exhibition material that was taken to various locations in Cherwell. Incorporates a number of criticisms of the HELAA. Principally, the number of houses deemed acceptable for each site correlates suspiciously well with the Council's own housing allocations made and prepared for the submission stage and for the preparation of the public exhibition display. Considers that the HELAA was influenced by decisions that the Council had already made. Detailed criticism of the HELAA. Detailed criticism of summaries in previous consultation statement relating to the Options Paper (also see Appendix 1 of representation).

Changes Sought

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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5374

Comments

Not effective. Whilst there is no doubt that 4,000 houses could be delivered in the allocated locations, there is concern that in the case of the Kidlington gap locations in particular, the location close to Oxford Parkway Station would have the effect of raising prices such that the affordable housing would not be affordable, and for social landlords striving to purchase houses, the sums involved would be prohibitive, such that the target 50% would be unenforceable and ultimately most so-called affordable homes in this premium location would not be genuinely affordable, therefore excluding many, including key workers. Purchasers are far more likely to be rail users commuting to London (92.4% of rail users from the station are London bound). There is also disparity in destinations, as trains cross within 3 minutes of each other at Oxford Parkway. These have very little impact on the Oxford economy, and so fail to deal with the issue of meeting Oxford's unmet housing need.

Changes Sought

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

Proposed Submission Plan - General Comments

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| PR-C-1407 | 10/10/2017 | Audrey | Taylor | | N | N | N | Y |
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4520

Comments

Transport. The proposals will have a major impact on transport with extra pressure being placed on already congested roads. The plans for new transport infrastructure deal with the existing needs and do not model the impact of the additional 4,400 houses. These plans will also cost millions of pounds and are currently unfunded. The Rapid Transit system (remember these are long buses, NOT TRAMS) will not pass through either Begbroke or Yarnton but will instead go from the new proposed Park & Ride site at Bladon roundabout to Kidlington along Langford Lane. Traffic that normally passes through Kidlington will be encouraged to use the A44. This means our villages will not be served by the Rapid Transit system and will suffer increased traffic, and that is before considering the new houses. There are hold-ups at the two Yarnton roundabouts during morning and evening times making travelling into Oxford and returning home horrendous. Any additional motors along this route will add to these existing problems. 4400 new houses in these modern time equates to at least 4400 additional cars being used for commuting, travel to the shops, Doctors, schools etc. which will in turn, affect any bus routes/movements. I have trouble daily getting from Cassington Road onto the A44 and have to arrange my travelling time accordingly now. There is insufficient money to mark the road lines or repair potholes and yet consideration is being given to adding more traffic to the already over-burdened roads. The proposal of shutting the road between Yarnton Roundabout and Kidlington (Sandy Lane) is ridiculous. This road is used daily by numerous people as an alternative to going along the A44 and over to the Sainsbury's roundabout (which is often very busy). It is the most direct route from Yarnton & Begbroke to the centre of Kidlington. The transport plans indicate that Sandy Lane will be closed to through traffic at the level crossing. Sandy Lane, by the admission of Oxfordshire County Council and Cherwell District Council, is a well used road. It provides a valuable link between our two villages and Kidlington. There is no public transport option planned to link these villages together with the only option being to travel further by car (which is already being discouraged) or walking or cycling. This is not an option for many people.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-1407 | 10/10/2017 | Audrey | Taylor | | N | N | N | Y |
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4519

Comments

Exceptional circumstances. Importantly land can only be removed from the GB if exceptional circumstances can be demonstrated. None of the twelve points listed by Cherwell District Council in their Proposed Submission Plan constitute the 'exceptional circumstances' needed to remove land from the Oxford GB. Many of these points (such as the strengthening of Kidlington village) have no connection with meeting Oxford's unmet housing needs with these 4,440 houses. Others are spurious. When reviewing the twelve points, consider that these houses are to meet the 'unmet housing need of Oxford'. If this is correct, it is important to look at where the jobs are within Oxford. It is clearly stated within Cherwell's documents that the three major employment areas are focussed on the City Centre, Cowley to the South and Headington to the East. Cowley and Headington combined employ more people than the City Centre. It is also noteworthy that jobs are migrating AWAY from the City Centre to the eastern and southern fringes of the Oxford urban area. The representation lists Cherwell's twelve "exceptional circumstances" as listed in the Proposed Submission Plan commenting that these arguments reverse the Cherwell District Council's own stated policies on the protection of the GB, as well as failing to conform with national guidelines. Based on the above, Cherwell DC has not provided the "exceptional circumstances" needed for removing our GB land as it makes NO sense to locate Oxford's unmet housing needs to the north of the city when the major employment centres are in the east and south. These "exceptional Circumstances" will have a disastrous impact on Traffic movements.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

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| PR-C-1407 | 10/10/2017 | Audrey | Taylor | | N | N | N | Y |
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4518

Comments

Villages 1 and Villages 3. A small scale local review of the Green Belt boundary in the vicinity of Langford Lane, Kidlington and Begbroke Science Park will be undertaken as part of the Local Plan Part 2, in order to accommodate employment needs (see Policy Kidlington 1). Further small scale local review of the Green Belt boundary will only be undertaken where exceptional circumstances can be demonstrated." Other statements on the green belt included in the Cherwell Local Plan Pt 1 included: A11: "Development in the open countryside will be strictly controlled. In the south of the District, the Green Belt will be maintained, though a small scale local review of the Green Belt will be conducted to accommodate identified employment needs at Kidlington." B.260: "It is essential that the impact on the Green Belt is minimised, therefore priority will be given to locations that lie adjacent to existing development, avoid the coalescence of settlements, protect the vulnerable Kidlington Gap and otherwise have the least impact possible on the Green Belt." Cherwell District Planning Policy. Cherwell District Council have not considered their own policy on GB development. It is clear that comparison of Policy ESD 14 extracted from The Cherwell Local Plan 2011-2031, Part 1 adopted 20 July 2015 and these proposals are in direct contravention. In particular Yarnton and Begbroke are covered by "policy Villages 1" meaning only certain types of development can happen and is limited to, minor development, infilling and conversions. It is breath-taking reading the above when reviewing the proposals for the new houses on the green belt land around our villages. It is clear these proposals from Cherwell contravene their own Local Plan policy on the Green Belt. Policy ESD 14 also includes the five points on the purpose of the Green Belt as described in the National Planning Policy Framework. ESD stands for 'Ecological Sustainable Development'...

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-1407 | 10/10/2017 | Audrey | Taylor | | N | N | N | |
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4514

Comments

Impact on Begbroke and Yarnton. Increase in population. Yarnton is a village with a population of approximately 2,550 and Begbroke is a village with a population of approximately 780 based on the 2011 Census. There are approximately 1,350 houses in Yarnton and 390 houses in Begbroke. The proposals from CDC will be to build 2,480 new houses on the GB land that currently separates our two villages I DO NOT think that this development is appropriate, especially given its size compared to the current size of Yarnton and Begbroke villages.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

Proposed Submission Plan - General Comments

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| PR-C-1407 | 10/10/2017 | Audrey | Taylor | | N | N | N | Y |
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4521

Comments

Flooding in the area is an issue. There are pictures showing the impact to flooding on Yarnton and Begbroke village. If the fields are concreted over, where will the rain water that falls be absorbed? The areas on the edge of the site form part of the flood areas for the Oxford Canal and Rowell Brook. Removing important GB land will only exacerbate the risk and misery that flooding brings to families. Much of Yarnton village relies upon the operation of Sewage Pumps to get rid of foul wastage. There have been problems in the past due to the sewage pumps becoming inoperative, causing flooding of sewage. Have the new properties being envisaged been planned, so as not to add to these problems?

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-1407 | 10/10/2017 | Audrey | Taylor | | N | N | N | Y |
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4517

Comments

National Planning Policy. We should consider how the plans fit with the purposes of the GB as defined in the National Planning Policy Framework (NPPF). Five points from the NPPF and how they relate to proposals from Cherwell District Council are: 1. To check the unrestricted sprawl of large built-up areas - Relevance preventing Oxford City from expanding beyond its current boundaries and becoming an urban sprawl. 2. To prevent neighbouring towns merging into one another - Relevance the villages of Begbroke and Yarnton would be merged together and also with the village of Kidlington. 3. To assist in safeguarding the countryside from encroachment - Relevance the sites proposed are part of the countryside that currently surrounds our two villages and are high grade agricultural land that is also used for recreational purposes. 4. To preserve the setting and special character of historic towns - Relevance Yarnton and Begbroke have long histories and the proposals threaten their identities and history. 5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land - Relevance There are other sites within Cherwell and the neighbouring districts, including Oxford City, that could accommodate these new houses without needing to remove precious land from the GB. Once GB land is removed, it is lost forever. These plans contravene the purposes of the GB.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-1407 | 10/10/2017 | Audrey | Taylor | | N | N | N | Y |
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4513

Comments

Not Positively Prepared. Not Justified. Not Effective. Please note that this response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Greenbelt Campaign "BYG".

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-1407 | 10/10/2017 | Audrey | Taylor | | N | N | N | Y |
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4516

Comments

Housing Density. The housing density of the new developments will be 45 houses per hectare on the main site to the east of the A44. This is 50% higher than the density of the Cresswell Close/Pixey Close/Hay Day Close development in Yarnton a few years ago. Indeed, Cherwell stated when given planning permission that the number of houses on that site must be restricted to prevent over development. I do not understand why the Policy has changed. I DO NOT THINK that this is consistent with the existing community and think that this so called 'landmark development' will jar with the historic villages of Begbroke and Yarnton.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-1407 | 10/10/2017 | Audrey | Taylor | | N | N | N | Y |
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4515

Comments

Merging of villages. The proposed development is entirely on GB land and would result in there being only a narrow gap separating the villages of Yarnton and Begbroke. This new development crosses the parish boundaries and the physical gap between Begbroke and Yarnton will only be approximately 50 metres. There is also only a small gap between this enlarged development and Kidlington, meaning in effect that the three villages are merged into one large conurbation, with an estimated population of around 30,000. I DO NOT think it is right that the villages of Yarnton and Begbroke are merged together with Kidlington to form a single large conurbation.

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, I am of the opinion that the Plan cannot be changed to make it legally compliant or document sound and should therefore NOT be submitted for Inspection

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

Proposed Submission Plan - General Comments

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| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|

4522

Comments

We consider the plan to be unsound on the basis it is not positively prepared, justified, effective and consistent with National Policy. We urge the Council to review its spatial strategy with focus on its housing and infrastructure delivery strategies. A single comprehensive growth strategy should be adopted which addresses both Cherwell and Oxford City Councils' needs. It is A2D's position that: 1. NW Bicester can make a greater contribution to meeting housing needs, through a review of the Master Plan and improving the efficiency of the Master Plan. 2. The approach taken to meet the unmet needs in Cherwell should be consistent with the adopted spatial strategy, not contrary. 3. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt pursuant to paragraph 82 of the NPPF. 4. There should be a single housing requirement for the Local Plan and five-year housing land supply.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed.

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| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
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5342

Comments

Fundamental objection is that Cherwell's proposals lack vision – they represent an admirable response to a very forceful case by Oxford City to make Cherwell accommodate Oxford's unmet housing need. But the benefits ('bog standard housing') do not justify the harm to the Green Belt and, as important, the harm to one of our nation's great cities as a result of not planning comprehensively for all of the city's needs, including the long-term needs of the University and nationally significant skills, innovation and R&D that are so attractive to globally significant inward investors. There are therefore both environmental and economic reasons why the draft plan needs to change. We would be delighted to be part of that reassessment. Expands on the specific representations to the Plan in Section 3 of the representation and provides 5 appendices in support of the representation:

Appendix 1: Draft Alan Baxter Master Plan

Appendix 2: The Oxfordshire Innovation Engine (SQW, 2013)

Appendix 3: LPP1 Topic Paper 6 on the Green Belt

Appendix 4: OXLEP Minutes of the Trip to Cambridge (22 September 2014)

Appendix 5: Master Plan Baseline

Changes Sought

We request that the following information is added to the Local Plan evidence base:

- The Oxfordshire Innovation Engine (SQW, 2013 and 2016)
- The original Alan Baxter Master Plan work from 2012/13, including the write up of the
- Stakeholder workshop (September 2013) and the report and plans presented to
- Kidlington Parish Council in Q1 2014.
- LPP1 Topic Paper 6 on the Green Belt

Reasons for Participation

We confirm that we wish to attend the examination in public.

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| PR-C-1411 | 10/10/2017 | Colin | Varney | | | | | |
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4525

Comments

Object to the development of North Oxford Golf Club. As a member for over 11 years, I have seen the course improve and the club attract a younger membership as well as maintaining the older members. It provides a regular form of exercise and meeting place for the older members, and as it's on a primary bus route, is easily accessible for juniors. North Oxford Golf Club has been on this site for 110 years and is the only green belt land that separates Kidlington and Oxford. It would be totally wrong to see so many trees, wildlife (including the rare great crested newt) and green space removed to provide houses for commuters to London to live in. This would not provide relief for any 'housing crisis' and would cause Banbury Road to become more of a carpark. The road cannot cope with the traffic in the mornings as it is. I cannot see the point in putting another golf course a few hundred yards away and uprooting such a great club with a history that North Oxford has. The Club is not only a members club but also has a large number of green fee players and golf societies and is open to all. On top of this there are a number of functions in the clubhouse throughout the year and hire by both members and non-members.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-1413 | 10/10/2017 | Peter | Wilsdon | David Jarvis Associates on behalf of Shipton Ltd | N | Y | N | Y |
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4527

Comments

A summary of the most pertinent matters raised in the consultation response is provided below:

1. The site was previously considered a major developed site within the Green Belt under Planning Policy Guidance 2, 1995 and therefore should be considered a previously developed site in the Green Belt as described in the National Planning Policy Framework.
2. Shipton Quarry is an active mineral site with permitted after-uses that will result in a large part of the site being redeveloped regardless of the outcome of LP1 PR or GB designation. These uses include a concrete batching plant and asphalt coating plant. It is likely that residents of Shipton-on-Cherwell would prefer housing to such uses. Further detail of the planning history and current status of the site is provided on pages 4 to 6 of the consultation response enclosed.
3. The Planning Authority's evidence base gives significant weight to the ecological value of the quarry without justification. Any ecological value of the site must be considered in context of an active quarry. This is discussed in further detail on pages 18 and 19 of the consultation response enclosed.
4. The site is located on the boundary of the Green Belt and its redevelopment for housing would not impact on openness as demonstrated by the representative viewpoints included at Appendix 4 of the response.
5. As shown on the Illustrative Masterplan at Appendix 2 of the consultation response, an allocation in the LP1 PR would allow for:
 - Up to 1,000 homes within the quarry site;
 - The creation of over 28 hectares of land to be used for ecological enhancement
 - With public access and provide for flood alleviation along the River Cherwell;
 - Employment land;
 - Highway improvements (which already benefit from planning permission);
 - Site for park and ride facility;
 - Site for school should the need be identified (a government-owned property
 - Company, responsible for buying and developing school sites in England has
 - Already expressed interest in the site);
 - Playing fields;
 - A new rail station (at the location of the already approved railhead); and
 - Increased access to geological features on the site.

Changes Sought

Requests that CDC reconsider the exclusion of Shipton Quarry from the Local Plan Partial Review. Shipton Quarry offers an opportunity to provide a housing site which meets all the search requirements set out in the consultation phase of the local plan and therefore merits further consideration as an allocation in the Local Plan Partial Review. A number of key considerations have been overlooked or misinterpreted in the Sustainability Appraisal which was relied heavily upon by Cherwell District Council for site selection.

Reasons for Participation

As outlined, a number of inaccuracies relating to the site exist in the evidence base, that need to be addressed. Following a review of the evidence base and the scoring of the sites in the Sustainability Appraisal, it is considered that further assessment work is likely to result in the site receiving a more favourable outcome to the extent that it should be considered a potential strategic development site. Should Cherwell District Council disagree and continue to use the inaccurate evidence base to exclude the site then it considered necessary to participate in the Examination.

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| PR-C-1414 | 10/10/2017 | Dr Eric and Mrs Margaret | Sidebottom | | | | | |
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4528

Comments

Government has demanded that Local Authorities should build more houses, especially so-called affordable homes. We now learn that the Government targets have been significantly reduced recently but no changes have been made to the proposals you put forward. Oxford is clearly a centre with high employment and is obviously a Centre for the development of high-tech (probably mainly University- based) industries. Oxford University is currently rated 'best University in the world' and the Medical School has been rated 'best Medical School' for 5 consecutive years. It is therefore entirely appropriate that Oxford and its environs should hope and plan to benefit from this unique resource BUT the new high-tech industries tend to develop on Science Parks which are scattered in the countryside around the city, not within it. It seems obvious that the new housing should be based near to these centres of development, i.e. NOT in the city. This is particularly relevant to the Cherwell District Council plan to build large numbers of houses between Kidlington and Oxford City. This area is unlikely to be a major centre for new employment and hence is inappropriate for major new housing development. In addition it is highly likely that new houses in this area would attract commuters from London since the new rail route from Oxford Parkway to Marylebone is very convenient for such a commute. In these circumstances it is also extremely unlikely that developers would be happy to build cheaper 'affordable homes' on this site. If large numbers of houses were built in this area (between Kidlington and Oxford) this would completely destroy the Green Belt and would threaten the heritage and special nature of the ancient and beautiful city of Oxford. Those responsible for such 'vandalism' would bear a terrible burden and would be long blamed for the damage they had caused. In addition this area already has very serious transport problems which have not been realistically addressed in these proposals. Those of us who live in this area have recently suffered huge delays while the Cutteslowe and Wolvercote roundabouts have been 'tinkered with', resulting in very little improvement to traffic flows. It seems obvious that the major roads, A34, A40 and A44 should not intersect. Only crossings at bridges or tunnels would improve the flow. The A34 should be a motorway through the area and the A40 should all be dual carriageway as it passes through the area. The same area North of the city of Oxford is already considering development plans for further housing and industry at 'The Northern Gateway' and for housing on the Wolvercote paper Mill site. The Cherwell DC proposals do not consider, or relate to, these parallel developments. This simply is not acceptable to local residents. "

Changes Sought

Reasons for Participation

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| PR-C-1415 | 10/10/2017 | Dr Helen | Macbeth | | | | | |
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4529

Comments

Many recognise the SHMAA miscalculations about the economic situation but as that survey still drives Cherwell District's required housing supply numbers the proposed submission plan of July should be supported for its attempts to meet the following points: if it is really impossible for Oxford's Unmet Housing Need to be met within Oxford, then the houses must surely be adjacent to Oxford and linked by cycle routes and good public transport to the city, because already rush hour commuting into/out of Oxford is not only inefficient but causes air pollution which is a real environmental problem. If finding space adjacent to Oxford means using some of 'Oxford's Green Belt', then the 5 criteria for maintaining an area as 'Green Belt' should be remembered and reviewed for every part of Oxford's Green Belt. Believe several parts of the Oxford Green Belt no longer qualify for all 5 criteria, especially bearing in mind three dimensions, e.g. taking note of road flyovers, as not fitting the criteria and ideal aims of green belt. If the alternative is building over truly rural land further out, then using failing Green Belt land is environmentally preferable in order to be adjacent to Oxford. With so many areas of crawling traffic, the 'environmental harm' of building over failing green belt could be less than that caused by the traffic jams of commuters from further away. - Cherwell's road infrastructure is simply insufficient for more traffic to Oxford from further North. Already, 'rat runs' are a big problem for many of Cherwell District's villages, causing for example traffic jams right outside a village school, because the 'main road' infrastructure to Oxford and the main roads within Oxford City are not coping with the traffic. Again this means that new housing should be in or adjacent to Oxford. Indeed, this extra housing can only be considered to be for 'Oxford's Unmet Housing Needs' if the housing is in or immediately adjacent to Oxford, because further out in Cherwell District there are already people travelling to work in all directions, e.g., great numbers to London, others to Birmingham, Coventry, etc. What contribution do these recipient areas make to our district if we supplement their housing supply needs?

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-1419 | 10/10/2017 | Graham & Margaret | Dunn | | N | N | N | |
| 4535 | Comments | | | | | | | |
| Cherwell D C does not have the right to give away land in our area to Oxford without polling the electorate. Extreme pressures will be put on some area's due to the LUMPING TOGETHER OF LARGE BLOCKS. Oxford once before tried to take control of Kidlington which is exactly what they will try again. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1420 | 10/10/2017 | Bob | Hessian | Weston on the Green Parish Council | | | | |
| 4536 | Comments | | | | | | | |
| Agreement with Cherwell's reasons for rejecting Options C to I. Any development needs to in or adjacent to Oxford to avoid unnecessary travel and commuting on the assumption that housing is needed for people wishing to live and work in Oxford. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1421 | 10/10/2017 | Hilary | Palmer | | | | | N |
| 4538 | Comments | | | | | | | |
| Object to Policy PR1(a) to build 4,400 houses in this area for Oxford overspill. This is not a proven requirement and not justified. It is based on a highly inflated estimate of housing need in the county. It is unsustainable. It would hugely worsen traffic problems and pollution. Schools and health services would be overstretched. The Green Belt's open countryside in which nearly 4,000 of the houses would be built would be sacrificed for ever and its walks and views lost. Natural habitats and wildlife would be destroyed. Oxford City Council has been allocating land in the city for employment instead of for housing. It has ignored the impact on surrounding Districts and failed in its duty to cooperate. The City Council should do more to meet its own needs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1421 | 10/10/2017 | Hilary | Palmer | | | | | N |
| 4540 | Comments | | | | | | | |
| Consider that the proposed submission plan is unsound, not positively prepared, not justified, and not effective. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1422 | 10/10/2017 | J K | Jutton | | | | | Y |
| 4321 | Comments | | | | | | | |
| As a member of the Begbroke and Yarnton Greenbelt campaign group, I fully agree with and support their own Representation and have authorised them to represent me at any meetings or hearings connected with the Submission process. As a local resident for the last 35 years in Kidlington, my wife and I enjoy this Green Belt setting which is one of the main reasons we decided to live in this rural area. We are very worried about the scale of the proposed development, particularly in Yarnton and Begbroke, and the effect it would have on the local infrastructure, especially the already busy A44 through the 2 villages. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Represented by Begbroke and Yarnton Greenbelt campaign group | | | | |
| PR-C-1423 | 10/10/2017 | Dr. Judith | Webb | | | | | |
| 4322 | Comments | | | | | | | |
| Kidlington resident for the last 33 years and a Local Ecologist. I am a volunteer wildlife species recorder in the county. I submit large numbers of personal records to Thames Valley Environmental Records Centre on all kinds of species, sites and habitats in the county and I'm very familiar with the habitats and species in the GB area around Kidlington and Yarnton. I do not agree with the revised Strategic Economic Plan for Oxfordshire. Oxfordshire Local Enterprise Partnership needs to review the scale of the development proposed for Oxfordshire. I do not agree that Oxford City needs to grow at the rate suggested by the 'Oxford Growth Board'. The Oxford city should be prioritising affordable housing over employment in its designated local plan sites, such as for example the 'Northern Gateway'. Then it would not need to threaten its important internal green spaces with development and wildlife habitats within the city limits – these green spaces are essential for the health and well-being of city residents as well as for species diversity, such as Oxford Golf Course. Crucially Oxford City would not then need to spread its 'housing need' out into the GB areas outside the city into Cherwell District. The county housing growth targets are inflated and unrealistic. More account should be taken of potential environmental impacts and damage to communities. Growth on the scale suggested will result in great damage to this area of Oxfordshire. I do not want to see one huge urban conurbation stretching from the city to Kidlington, Yarnton and Begbroke. 4400 new houses around Begbroke, Kidlington and Yarnton are completely unacceptable from the point of view of : - Loss of protected GB. This land should not be removed from the GB. - Horrendous traffic problems and NOX air pollution that increased vehicle journeys on roads would bring to an already over loaded and pollution-generating road network, bad for human health and for the health of important wildlife habitats nearby, including Special Area of Conservation Oxford Meadows. - The destruction of local walks and views of open countryside around Kidlington and Yarnton. - Overloading of already over stretched public services in the area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | N | Y |
| 4550 | <p>Comments</p> <p>Green Belt - Yarnton and Begbroke are surrounded by GB land. It is what defines the two villages and allows them to retain their individual and historic characters and identities. They are part of a rural/historic part of Oxfordshire and this in turn helps to define Oxford City itself. To support this statement, the representation quotes the five points of Policy ESD14 of the existing CDC Local Plan (2015) which seeks to maintain the boundaries of the Oxford GB. The retention of GB land is also supported by National Government policies. The GB in this area contributes to the health and wellbeing of residents of Yarnton, Begbroke and Kidlington in particular (as well as those from further afield) through the use of public rights of way and other walks and rural pathways that provide them with access on their doorsteps to unspoilt open countryside and farmland, with its associated wildlife, and quiet peaceful places with wonderful views of nature that for many people helps to counter the stress of modern life. It also facilitates the farming of local land and production of locally sourced food products, which in turn support local agricultural employment. Cherwell District Council Health Walks Organisation leads weekly walks from the Royal Sun in Begbroke over Spring Hill (PR9) to Bladon and Yarnton, and across GB land east of the A44(PR8) towards the Oxford Canal. The present Plan proposes to replace this open countryside with "local nature reserves", "nature conservation areas", "public open green space as informal canal side parkland", and "community woodland" (p.121, Nos. 8,9,10 and p.130, Nos. 5,6). But these are urban forms of green open space that are small - hemmed in by high density urban development, and not wild, open or peaceful in the way our GB land is. They are in no way an acceptable replacement for the GB land being removed and built on. The reasons given for removing land permanently from the Oxford GB do not demonstrate "exceptional circumstances": It would appear that the figures used to support the case for Oxford's alleged unmet housing needs are now in doubt and may therefore not longer be valid. In addition, Oxford City could consider Brownfield, GB and leisure sites as well as sites reserved for non-housing development with the City to meet it's own needs. It would make more sense for Oxford City to explore the possibility of incorporating further high density developments within its own boundaries where there are already precedents for such urban styles of building, rather than expect Cherwell to build high density developments on it's GB land, thereby changing the character of such historic rural localities for ever. How can it be right that Cherwell is being expected to sacrifice Green Belt land when Oxford is not prepared to do the same itself? The main areas of growth and employment in Oxford are now around the Headington and Cowley areas to the south east of the City, and jobs are continuing to be moved there from the city centre. This therefore negates the need to locate such high density development in this area which is on the opposite side of Oxford from the new and growing major employment opportunities. All other reasons become invalid once the key reason of Oxford's unmet housing need is dismantled.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector. | | | | |
| PR-C-1426 | 10/10/2017 | Kathleen | Hayes | | | | N | Y |
| 4332 | <p>Comments</p> <p>The complete and utter annihilation of the nature of the rural area in which the villages of Yarnton and Begbroke are situated should not be preferable to finding less destructive solutions of the alleged unmet housing need of Oxford City. Oxford has chosen not to pursue a number of possible initiatives within the City, where higher density building would not be out of character. I would therefore request that the current Cherwell Plan should not be implemented and other less damaging avenues should be pursued.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | I would like the Begbroke and Yarnton Green Belt Campaign to act as my representative during the Examination by the Planning Inspector. | | | | |
| PR-C-1428 | 10/10/2017 | Liz | Darley | | | | | |
| 4556 | <p>Comments</p> <p>Strong objection for the plans to the GB area around Yarnton and Begbroke. THE PLAN TO CLOSE SANDY LANE WILL VIRTUALLY CUT YARNTON OFF FROM KIDLINGTON. This is an important route between the two villages, used by MANY people, who see it as a lifeline. If this is closed, and the proposed plans for the A44 go ahead, it will lengthen the journey between the two villages by several miles and by a great deal more time. Building the proposed number of houses, therefore hugely increasing the number of cars, will mean that the A44 at certain times - if not ALL the time - will isolate those people living on the East side of Yarnton. To say that most of the people arriving in the area will use a Park and Ride just will not happen. It will also lose Kidlington a lot of trade, as new residents in the proposed houses will not access Kidlington, but go elsewhere, causing EVEN MORE traffic chaos. This road should be upgraded and should be considered a vital link between the two areas! It is proposed that a number of the new houses will be "affordable". It has been shown that when new properties are built, the number of "affordable" houses reduces considerably once building has started. In the Oxford area the cost of houses is prohibitive for most young people, even if they are "affordable". It seems odd that these houses are being proposed very near a new railway station with (as advertised) a much shorter journey time to London!</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1430 | 10/10/2017 | Michael | Marshall | | | | N | |
| 4561 | <p>Comments</p> <p>Unaffordable Houses - Very few of the new houses would be 'affordable' in reality. Developers across the country consistently default on their affordable housing quota. Predicted prices for so called starter homes at Barton Park are already beyond the reach of first-time buyers. Most of the new houses are likely to serve the London-commuter and buy-to-let markets, and Kidlington's young people and the county's key workers still won't get the truly affordable housing they need.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-1432 | 10/10/2017 | Mark | Babbington | | | | N | N |
| 4565 | <p>Comments</p> <p>Please note that this response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Greenbelt Campaign "BYG". Not Positively Prepared. Not Justified. Not Effective. Not Consistent with National Policy. 1 - Transport Infrastructure does not currently support the needs of residents or those passing through on a daily basis - nothing in the plan clearly shows that appropriate improvements will be made to enable the traffic to get through to the A34, M40/A40 or areas such as Cowley or Headington. Adding a bus lane will only serve to exacerbate the current traffic flow problems on the A44. There are difficulties conducting business locally at the moment due to transport issues - this will not improve under your plans and business owners will continue to have to conduct business away from Oxford. 2 - The Local Plan Review is intended to accommodate Oxford's "unmet need" for housing - however this unmet need is as yet unproven and almost certainly considerably overstated. Oxford has, as yet, not satisfactorily identified the amount of it they might not be able to meet so Cherwell is second guessing at best which is irresponsible. I agree with the Campaign to Protect Rural England's view that Oxford is capable of accommodating all or almost all of its need by switching land earmarked for businesses to housing instead. It is therefore premature for Cherwell to even start the process of accommodating this "un-met" need. 3 - Closing Sandy Lane between Yarnton and Kidlington means residents will have to travel an extra 3.7k round trip -adding to congestion on other roads as well as adding considerable amounts of extra fumes to the atmosphere - for example 200 medium sized diesel cars, per day, doing an extra 3.7km between Yarnton and Kidlington would have an impact of 98.6t CO2 per year (calculated on myclimate.org). 4 - Any new high-tech employment sites in the district should be focused around Bicester where large numbers of houses are already being built/have been provided for on the basis that more high-tech employment would be provided, although as yet this has not yet been forthcoming. These industries need to be closer to the M40 rather than cause further disruption on the A34/A4and A44 - many companies will not relocate to our area currently because of the difficulties getting round the A34/A44 and A40 - therefore M40/Bicester is a more realistic and viable location.</p> | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | For the reasons I have given above AND the Representations made by the Begbroke & Yarnton GB Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for inspection. | | | I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
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Proposed Submission Plan - General Comments

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| PR-C-1433 | 10/10/2017 | Nicola | Lewis | | N | N | N | Y |
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4566

Comments

Please note that this response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Yarnton Greenbelt Campaign "BYG". Plans are not sound in that they would violate all five objectives of GB protection and coalesce Begbroke and Yarnton, resulting in urban sprawl from Oxford to Kidlington. I do not believe exceptional circumstances exist as described. Three of CDC's supposed exceptional reasons are flawed. How can there be an urgent need for Oxford housing when Oxford's own plan is still in the process of consultation? Oxford's unmet housing need as based on SHMA figures is questionable anyway, but especially given that the SHMA figures are now out of date. Nine of the exceptional circumstances put forward by CDC for releasing GB are not circumstances at all but rather opportunities that would exist through the release of GB. Not enough consideration was given to sites C-I put forward in the first consultation and that sites A and B have always been in Oxford's own sights and that the current plan review is based purely on opportunism following the perceived national housing shortage. The speed with which the CDC is attempting to rush this plan through is a testimony to that. Our district council is not serving the interests of its local residents and should be called to account for this. In fact I would go far as to say that our democratic rights are being subverted, and that if these plans do proceed the relationship you have previously enjoyed with local residents will be irrevocably damaged.

Changes Sought

For the reasons I have given AND the Representations made by the Begbroke & Yarnton GB Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for inspection.

Reasons for Participation

I would like Begbroke and Yarnton GB Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-1434 | 10/10/2017 | Kenneth | Martin | Noke Parish Meeting | Y | N | N | N |
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4567

Comments

1. Noke does not agree with the figures for Oxford's unmet housing need for the reasons set out in our previous submission. There is no definition of what an unmet need is. 2. Kidlington has a population of some 14,000. The addition of 4,400 homes represents an increase in this figure of some 60% over a short period of time. This is hardly sustainable development. 3. It is inconsistent that CDC is planning to sacrifice major portions of the GB in & around Kidlington whilst at the same time refusing small sustainable developments in villages i.e.. Noke & Islip on the grounds of development in the GB. Such developments are essential to maintain the viability of these communities & to sustain local services & amenities. 4. Much of this housing is likely to be acquired by London commuters rather than local workers. If this is to meet Oxford's unmet housing need, no strategy is in place to stop people from outside Oxford & the District from hoovering up the affordable/non affordable housing. 5. The existing transport infrastructure in & around Kidlington is grossly inadequate before any Oxford & CDC planned houses are built. There are long traffic tailbacks into Oxford on all major routes every morning & the A34 is often at standstill between Peartree & the M40 at any time of day. Has CDC calculated the cost in terms of lost man hours, pollution & human health of this existing congestion? 6. CDC should ensure that OCC & the highways authorities solve the existing congestion problems BEFORE any additional housing is built. 7. If further housing is to be built the transport infrastructure should be put in FIRST. None of the changes in the infrastructure Schedule (Appendix 4) are described as short term & many are described as long term, which is probably shorthand for being most unlikely to ever happen. 8. Has CDC considered/quantified the impact & cost (time, pollution, health) upon traffic flows through Islip on the B4027 & through Woodeaton joining the Oxford ring road at Marston? Additional traffic created by additional housing will inevitably try to use the B4027 as an easier route to the A40 & M40 Junction 8, or to access Oxford via Woodeaton & Marston. The B4027 is already inappropriate for the traffic it currently carries through Islip & Forest Hill. It is already hazardous & difficult to exit from Noke in the mornings because of an unbroken stream of 50mph (or more) southbound traffic approaching over the crest of a hill. There are morning tailbacks along the Woodeaton-Marston road often as far back as Sescut farm. 9. The transport measures aimed at improving provision for cyclists are welcome but risk being half hearted. Existing cycleways are poorly maintained (A43 towards Woodstock, Marston Ferry road in Oxford) & whilst they often provide an efficient & relatively safe transit between major intersections, cyclists are usually left to take their lives into their own hands or encounter long delays at intersections (e.g.. Peartree, A40/Woodstock Road, A40 /Banbury Road, Sainsbury roundabout in Kidlington). 10 Trying to reallocate existing road space between buses, cars & cycles is essentially a zero sum game. Improvements for one mode of transport will come at a cost to the other modes. What's needed is more or wider roads & purchasing additional land is needed to make this provision wherever possible. 11. There is no provision of safe cycling routes for Islip or Noke. This doesn't deter keen cyclists but won't create many converts to cycling & no parent would let their child cycle on these roads. There is the possibility of creating direct cycle routes from both villages across agricultural land (or alongside the railway) to Oxford. These would be shorter & much safer than the existing routes & do much to encourage cycling from these villages. 12. Unlike other communities, Noke has no public transport. Noke residents have no choice but to use their cars or risk their lives cycling. Noke residents therefore deserve special consideration before any building takes place or any other measures which could increase danger & congestion on the B4027 or the Woodeaton-Marston road. 13. Much of the transport strategy seems to depend on buses. These will inevitably be diesel powered (unless CDC insists upon electric) at a time when there are increasing concerns about the health impact of diesel particulates. 14. CDC along with OCC & Oxford City should consider more measures to encourage electric vehicle use & thus cut air pollution. Free parking & the use of bus lanes for such vehicles would make a significant difference. 15. Oxford doesn't seem to have seriously considered a congestion charge. This seems a logical solution to congestion problems. Road space is allocated to those most willing to pay for it, rather than by rationing. There is a boost to the public purse, enormous savings in man hours & journey times & improvements to public health & pollution. The London congestion charge appears to work well. On the whole traffic moves in the congestion zone rather than being gridlocked & the scheme probably now commands public support. 16. Oxford is ideal territory for a tram or rapid transit system, which it had in Victorian times. It was put out of business by the future Lord Nuffield . Two arterial routes running North South (from Kidlington) and East West would go a long way to actually solving Oxford's congestion & pollution problems.

Changes Sought

Reasons for Participation

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| PR-C-1435 | 10/10/2017 | Jen | Hoddinott | Oxford Brookes University | | | | |
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4569

Comments

OBU welcomes the opportunity to comment on the CDC PPCR of the CLP 2011-2031 (Part 1): Oxford's Unmet Housing Need. Cherwell District is home to a number of our staff & students &, as such, the 2 areas we feel are important for the University to comment on are housing & transport infrastructure. OBU is one of Oxfordshire's largest employers & requires housing options for its staff across all income levels. Current challenges of land availability & high land values result in high rents & purchase costs. Housing affordability remains an issue for staff at OBU. Many choose to live in conurbations within a commutable distance from Oxford. OBU welcomes planning policies that provide a range of residential accommodation which is attractive in cost & quality, along with adequate community infrastructure to support new housing developments. OBU supports the proposed plan as a positive & pragmatic approach to provide growth in the property sector. We also note that travel distances & road congestion play their part in the development of housing communities & would support the use of quality transport links including affordable park & ride options to access our sites in & around the city. OBU is committed to sustainable travel & encourages the use of efficient public & communal transport, cycling, & walking, with several measures in place to support those who travel using these means. Therefore it is vital that these means are supported by transport infrastructure developments. Whilst recognising the need to continually improve sustainable means of transportation, OBU would be supportive of road infrastructure developments that would improve traffic flow & manage the increase of road users as further housing is developed in & around the Cherwell District.

Changes Sought

Reasons for Participation

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| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
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4570

Comments

Welcomes CDC's proposed submission version of the Cherwell LPPR, & the continued positive approach to joint working on cross-boundary issues that has been demonstrated by CDC. This has culminated in a positive, timely & comprehensive approach towards planning for the unmet housing needs of Oxford. Oxford CC appreciates that making additional site allocations often involves a council having to make very difficult decisions, & probably more so when the allocations are additional over & above existing housing needs. Yet CDC has responded positively throughout the process, as a proactive member of the Oxfordshire Growth Board & working with Oxford CC, & this cooperative approach is to be commended.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4572 | Comments | | | | | | | |
| Supports the overall spatial strategy, Vision & the new Spatial Objectives (SO16-SO19) as they specifically & positively respond to the issue of meeting Oxford’s unmet need, & recognise that the strategy needed to be different to that of meeting the wider district needs. The strategy reflects how important it is for the sites to have a good spatial relationship to Oxford, & incorporates essential planning principles which align with those identified & agreed in the joint studies undertaken under the Growth Board; The strategy seeks to locate development so that it is well-connected to Oxford & supports the city’s economy (Policy PR4a); & in addition it seeks to offer people convenient affordable & sustainable travel opportunities to the city’s places of work, services, & facilities; These guiding principles are all welcomed. Supports the sites proposed in the Plan (Policies 6-10), which the evidence base demonstrates will offer residents good relationships to Oxford & sustainable travel options for accessing work & other requirements in Oxford. Welcomes how cross border issues including affordable housing & transport have been addressed for the sites which adjoin the administrative boundary, in order to achieve a joined up approach to design & integrated communities, particularly the links to the Northern Gateway site, access to Oxford Parkway station, & the sensitive consideration of Cutteslowe Park (Policy PR5). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4573 | Comments | | | | | | | |
| Green Belt Oxford CC supports the position that there are exceptional reasons for development within the GB (Policy PR3). Both councils have used the same methodology in reviewing the GB (which also aligns with the GB work undertaken under the Growth Board). This is helpful to ensure a joined up & consistent approach across the planning areas in addressing this strategic issue. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4578 | Comments | | | | | | | |
| Supports the approach in the Partial Review of progressing each of the proposed site allocations through a development brief. We consider that this is the appropriate way to consider the site specific details & infrastructure needs of each proposed allocation in a timely manner. We also welcome the opportunity to be involved in the production of the development briefs especially where there are cross-boundary issues to be considered. We acknowledge the on-going partnership work through the Oxfordshire Growth Board & in particular the Oxfordshire Infrastructure Strategy. This is a useful forum for the consideration of the cumulative impacts of planned growth & also cross boundary infrastructure issues. We are keen to continue the constructive partnership working & on-going dialogue with Cherwell & to assist in securing prompt delivery of these much needed homes. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4576 | Comments | | | | | | | |
| Supports the allocation of sites at Begbroke, Yarnton & Woodstock. Our comments on the details of these policies are more brief as the physical links with the city are more limited (although the economic links with Begbroke & the University of Oxford as part of the ‘Knowledge Spine’ are clear and strong), however we welcome the delivery of sustainable transport links into neighbouring communities & onwards into Oxford to provide access to employment, services & facilities. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 4575 | Comments | | | | | | | |
| Supports the analysis that there is a close relationship between Kidlington & Oxford & that new homes to the south of the town would be well related to Oxford & help provide for the needs of the city. We agree that is possible to develop to the south of the town whilst maintaining an important GB gap between the two settlements & maintaining the character of Kidlington. Delivery of good public transport, cycle & pedestrian links to the transport hubs (and thereafter on into Oxford) are essential & we welcome the provision for these in the proposed policies. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1438 | 10/10/2017 | Serena | Marner | | | N | Y | |
| 4590 | Comments | | | | | | | |
| Transport. The issue of the increased traffic which would result from the new housing development is very troubling. It would significantly increase the time taken for the daily commute into Oxford for work as the roads are already heavily congested during ‘rush’ hours and would make the situation even worse. I drive to the Park & Ride at Pear Tree and catch the bus from there. The worst part of the journey, taking the most time, is from Yarnton to the Pear Tree because the road crosses one of the busiest roundabouts in the country (Pear Tree roundabout) where traffic is crossing from north to south and west to east and vice versa. Frequently in the winter months the traffic is at a standstill. With the proposed closure of Sandy Lane, the only alternative route would be eliminated. This would be wholly inappropriate for residents as it provides a vital link between Yarnton and Kidlington. I use this link frequently to get to the shops in Kidlington. I have never cycled and would not be able to cycle into Oxford or elsewhere, especially on dangerously busy and congested roads, and there are countless people like me. Consideration of the significant increases of noise pollution and air pollution for residents living close to the A44 has not been taken into account. I therefore cannot support the plans for the resulting traffic chaos and increased local pollution it would cause. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| I would like Begbroke and Yarnton GB Campaign to act as my representative during the Examination by the Planning Inspector. | | | | | | | | |
| PR-C-1438 | 10/10/2017 | Serena | Marner | | | N | Y | |
| 4588 | Comments | | | | | | | |
| Not Positively Prepared. Not Justified. Not Effective. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| I would like Begbroke and Yarnton GB Campaign to act as my representative during the Examination by the Planning Inspector. | | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1438 | 10/10/2017 | Serena | Marner | | | | N | Y |
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4591

Comments

GB and Wildlife. Loss of the GB is very concerning as once lost it can never be replaced for future generations. The proposed development contravenes all the points defined in the National Planning Policy Framework and Policy ESD 14 adopted in 2015 by Cherwell District Council. Yarnton has some of the most unspoilt meadows in Britain and the land supports a range of wildlife. Just this summer Barn Owls have been nesting in the area, just to the east of the A44. Barn Owls are protected in the UK under the Wildlife and Countryside Act 1981 – they are classified as an Amber List species under the Birds of Conservation Concern Review as they have suffered a huge decline in numbers in recent years because of habitat loss. They require a rough grassland habitat in which to hunt their prey and ancient hollow trees to provide sites suitable for nesting. This habitat would be destroyed under the proposed development plans which would result in further loss of these beautiful birds and many other species of wildlife too. Oxford City Council has not demonstrated exceptional circumstances needed to remove the GB land from the area around Yarnton and Begbroke. The figures for the future housing needs of Oxford are exaggerated and houses could be built on brown field sites in Oxford, instead of providing the land for new businesses. Also as most of the housing will be needed for people working in the east, at the hospitals, and the south of the City, the GB to the north of the City is a totally inappropriate place for development. The proposed growth of the Begbroke Science Park is also exaggerated given that funding for science projects is extremely difficult to obtain.

Changes Sought

Reasons for Participation

I would like Begbroke and Yarnton GB Campaign to act as my representative during the Examination by the Planning Inspector.

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| PR-C-1439 | 10/10/2017 | Sharon | Yendle | | | | N | |
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4595

Comments

Kidlington will become part of a vast urban sprawl encompassing North Oxford, Cutteslowe, Wolvercote, Begbroke and Yarnton. Very few of the new houses would be ‘affordable’ in reality. Developers across the country consistently default on their affordable housing quota. Predicted prices for so called starter homes at Barton Park are already beyond the reach of first-time buyers. Most of the new houses are likely to serve the London-commuter and buy-to-let markets, and Kidlington's young people and the county's key workers still won't get the truly affordable housing they need. Underfunded public services, already struggling, will deteriorate further: waiting times to see your GP will be even longer and school class sizes will rise. Traffic Gridlock, traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. The changes to Kidlington in the last 40 years have already spoilt the village I moved to. Parts of The Moors and the area now known as Grovelands were lovely green areas that have now given way to houses and a whole new housing estate. As it's Oxford City proposal to build more houses why are they encroaching on the North of the City? It will be very disappointing if the proposal goes ahead for all who live in Kidlington and future generations.

Changes Sought

Reasons for Participation

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| PR-C-1439 | 10/10/2017 | Sharon | Yendle | | | | N | |
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4596

Comments

Sites rejected by Cherwell this stage are still vulnerable. Sites all around Kidlington were initially identified for possible development. Cherwell have rejected some of these sites, but the developers will be making strong representations to have them reinstated. They are still at risk. I strongly support Cherwell's rejection of these sites.

Changes Sought

Reasons for Participation

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| PR-C-1440 | 10/10/2017 | Stephen & Nicola | Mobley & Davies | | | | N | |
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4597

Comments

Wholly in agreement with objections raised by the response submitted by Yarnton Parish Council dated 2nd October 2017. It seems wholly unsound to make life altering plans for residents of three discretely separate villages within the GB (Yarnton, Begbroke and Kidlington) based upon aged data gathered prior to and completely ignorant of political and economic changes that are imminent from the British public's democratic decision to leave the European Union. For negotiations continue over the coming years, no one is currently able to predict what effect this new reality will have upon the demands on housing and other infrastructure for an area as internationally dependent upon foreign investment, trade and associated business and leisure visitors as Oxford is. It is clear from travelling in to Oxford on the main route from our village(s) that the existing infrastructure cannot currently be maintained to a suitable standard. For example; village and main roads are in a state of long term decay and drainage is blocked and being damaged by vegetation overgrowth. To place further stress upon these areas without accounting for the cost of upkeep as well as initial investment is wholly unsound. Bottlenecks to Oxford along the A44 at the roundabouts, canal and railway bridges are obvious to anyone travelling into the city at any time especially when private, commercial and existing public transport is at its peak. Expecting the residents of the proposed and unsubstantiated new urban sprawl to travel in to the city using means other than the current percentage split of existing methods of transport is wholly unrealistic and will lead to unacceptable challenges and damage to our local rural environment. Your Partial Review document (marketing focussed) front page has a number of carefully selected key words surrounding the pictures which it suggests are your key drivers in equal measure when giving consideration to the plans: Community, Economy, Heritage, Environment, Connect, Sustainable, Growth and Well-Being. However, it is clear that the six which have a huge impact on local residents have been given a back seat to considerations of Growth and Economy for our neighbours in Oxford. This is unacceptable. We look forward to your urgent reconsideration of the current plan as and when new credible data becomes available. We also urge a submission to the relevant authorities in Oxford to revisit their archaic planning guidelines and require them to consider their own affordable housing options. Especially in what appears to be their single minded efforts to invest in commercial and academic growth whilst pushing the supporting population out of the city to the detriment of rural communities within the greenbelt.

Changes Sought

Reasons for Participation

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| PR-C-1444 | 10/10/2017 | Ian | Lough-Scott | Ian Lough-Scott on behalf of Upper Heyford Village Group | | | | |
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4608

Comments

- 1) CDC must reduce the number of homes required following the revised method for calculating need in the county, which reduces the actual need from 100,000 to 68,000. The revised figure confirms CPRE's view that the housing need is substantially overstated.
- 2) Oxford has the capacity to accommodate substantially more homes within the city if it concentrated on meeting its obligations for housing rather than earmarking land for additional commercial activity.
- 3) There needs to be a fresh approach to providing homes for those in real need, it is simply not possible under the current developer led schemes to provide enough homes for rent or purchase which accord with CDC policy (objective SO18) viz. providing affordable access to new homes for those requiring affordable housing, new entrants to the housing market, key workers and those requiring access to Oxford's key employment areas; and, providing well designed development that responds to the local context
- 4) There needs to be a greater effort to encourage new ideas through architectural competition and co-operative housing schemes
- 5) It is a complete fallacy to imagine that the number of houses actually built between now and 2031 will be enough to keep house prices down, especially as the type of houses planned and now under construction will add to inequality rather than address it.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-1451 | 10/10/2017 | Peter A | Roper | | | | | |
| 4615 | Comments | | | | | | | |
| "Object to houses being built on the greenbelt for the following reasons; It would impact heavily on the wildlife in the area. The green belt should be there for future generations to enjoy not paved over, these things matter to me because I have an interest in walking and in wildlife and I DO NOT want it to disappear. By continuously adding houses to the outskirts of Kidlington and joining up with other villages, Kidlington will lose its identity. There is no justification for building more houses and it would impact Kidlington considerably. It would increase the volume of traffic on the roads considerably, there is already enough traffic on our roads. It would also increase the levels of pollution even more with more cars on the road, which would be bad for the environment. It would stretch public services even harder, like doctors practices and schools. Once these houses are built there is no going back, the damage to our environment will be permanent. It is for these reasons that I hope this will not go ahead. I hope that you will consider my views and the views of everybody else who has protested against this." | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1452 | 10/10/2017 | Cllr Emilie | Walton | | N | N | N | Y |
| 5196 | Comments | | | | | | | |
| "Green Belt: There will always be a need for more housing as there is a constant global population increase, but the whole point of designated Green Belt is to protect the green space from Urban Sprawl. Permitting this development, no matter which sites or the scale, is opening the flood gates to allow reclassification of land and future development to the point that there is no Green Belt. Not only do we stand to lose Green space, we will lose flora and fauna, we will lose the natural landscape, we will lose the vista towards Islip, we will lose a valuable and much loved network of tranquil outdoor leisure routes. The flora and fauna around the developed Oxford Parkway Station and railway have already had a significant damage as a result of the construction of the massive new bridge over the railway line at Northfield Farm, despite an environmental "relocation" of a protective newt species. I do not believe that there is any appropriate method for preserving local wildlife and development to be balanced. Infrastructure: The current road and transport infrastructure is woefully inadequate without the addition of a further 4400 to 10,000 vehicles, including the massively disruptive period of construction traffic during development. The road network around Oxford already frequently comes to a grinding halt for miles around the city and surrounding area when there is an incident or road works. The Park and Ride schemes only have a limited effect on alleviating the road network, and are still problematic and costly. Individuals then resorted to parking along the residential areas in Kidlington. This Parish Council has dealt with complaints from residents were received about not being able to exit their driveways and had to introduce restricted parking and enforcement at its expense. Demand on health services clearly have not been considered, e.g. social care as well as hospital capacity, waiting lists for GPs etc. It is not good enough for developers to say that there is space for a health facility to be accommodated but then for them not to be obligated to actually build the facility. Schools in the entire area of Kidlington/ Woodstock/ Yarnton are over capacity, especially where the demand to support international students and special needs pupils are concerned. More consideration to provide the current population of the area with these essential facilities should be assessed and developed prior to the introduction of further housing and demand on these already stretched resources. Water Supply: the Farmoor Reservoir is struggling to meet current demand. Thames Water frequently communicate to residents in the Oxfordshire area that they must conserve water. Are there plans to create a new Reservoir to meet the needs of Oxfordshire? Same could be said for waste and sewage facilities are over capacity. Air Pollution: The air quality around Oxford is very poor, particularly around the Gosford and Water Eaton area. Having spent most of my life living and working in Oxford I have developed asthma and sever hay fever. I know that I am not alone, there is an upward trend in respiratory issues and an increasing demand on health resources. Increasing the vehicular and other emissions, as well as removing valuable trees and green space will only further damage the health of the existing population. Flood Risk: It is not just the areas that they are proposing to develop that currently flood but also existing properties that are within or close to the current Environment Agency Flood Boundary. Increasing areas of hard surface within proximity to these 'at risk' properties will increase the likelihood of flooding. Insurance companies will refuse adequate cover. What compensation or prevention measure would be taken to protect these properties? Affordability: Will always be an issue especially if company and buy-to-let purchases are allowed. Housing within new developments should not only be about affordability but accessibility to individuals and families, particularly for key workers that are in massively short supply around Oxford. Oxford has a very high percentage of landlord and company owned residential properties, the new development will simply allow them to expand their property portfolios and drive up prices. If any development does proceed, there should be at least 75% allocated to affordability / key worker schemes. Oxford has a huge portfolio of executive housing, the new development should not extend to executive housing. Accepting some growth: Smaller sites of less than 100 homes should be considered. This will spread the burden and impact on surrounding areas and residents. There are pockets of land that are ripe for development that appear to have been left out of scope. Yet we are aware that the current owners or trustees would be more amenable to sell the land for development. Why have these been excluded? Other brownfield sites should be considered, even if they are more costly to develop and take longer for housing demand to be delivered, these sites should be given greater consideration and priority over Green sites." | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1458 | 10/10/2017 | Jane | Olds | Caversfield Parish Council | | | | |
| 4622 | Comments | | | | | | | |
| The Parish Council has discussed the response to the Local Plan Part 1 Partial Review of Oxford's Unmet Housing need and agrees with the District Council's reasons for restricting the housing development to Areas A and B. The Parish Council also agreed that the infrastructure needed for the development and for Oxford is more appropriate for these areas. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1459 | 10/10/2017 | Adrian | Gray | | | | | N |
| 5198 | Comments | | | | | | | |
| "Objection to the proposed housing developments in the Kidlington area. Fully aware that more housing is needed but do not think it sensible that Oxford should dictate terms to the surrounding area, rather that it should be made to put its own house in order. Extremely alarmed by the plans to sacrifice Green Belt land for housing, in defiance of Government and Cherwell District Council's own policies. Not only will this permanently sacrifice open spaces to housing, it will set a precedent for further development. Much of the proposed development area is also low-lying and prone to flooding – new houses are already being built near Yarnton on floodplain land – with the rise in rainfall and extreme weather events this can only lead to more and worse flooding events, and is removing land that flood water can spread onto to prevent it from causing flooding further downstream in Oxford and other communities. Do not believe that there will be a meaningful amount of "affordable" housing in the proposed developments. Young people cannot afford to live here, and I work with people who travel from Swindon and Warwick, despite low wages by the area's standards. Utterly astonished by the lack of plans to improve the road network. Traffic already regularly backs up well through Kidlington in the morning, and it only takes a single incident to cause major traffic problems through the area. Without major investment in infrastructure, the extra vehicles from the proposed developments will cause traffic chaos of the sort we have seen recently with the works at the Wolvercote and Cutteslowe roundabouts on a daily basis, clogging the Northern routes into the city, and causing gridlock on the roads feeding them. The growth in traffic is utterly unsustainable and I consider that the planned submission is unsound, not positively prepared, not justified and not effective." | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1460 | 10/10/2017 | Chris | Robins | | Y | Y | N | Y |
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4624

Comments

The areas of land proposed to be removed from the Green Belt pay insufficient regard to the need to prevent coalescence of communities. The remaining areas of Green Belt between Kidlington and the proposed extension of Oxford City, between Kidlington and Yarnton and between Yarnton and Begbroke have been narrowed to such an extent that for all practical purposes the communities of Kidlington, Yarnton and Begbroke will become coalesced with each other and with Oxford City.

Changes Sought

"In order to maintain a meaningful separation between communities, the areas removed from the Green Belt for strategic development sites should be revised as follows: Policy PR6a: removal of approximately 6.2 hectares of land as shown on map PR6a. attached to the original letter. Policy PR6b: this policy should be deleted Policy PR7a: removal of approximately 53 hectares of land as shown on map PR7a. attached to the original letter Policy PR7b: removal of 4.3 hectares of land as shown on Policies Map PR7b (unchanged) Policy PR8: removal of approximately 93 hectares of land as shown on map PR8. attached to the original letter. Policy PR9: removal of 17.7 hectares of land as shown on the map attached to the original letter PR9.jpg The additional land removed from the Green Belt should be revised as follows: Policy PR3a: unchanged Policy PR3b: unchanged Policy PR3c: this policy should be deleted Policy PR3d: this policy should be deleted Policy PR3e: approximately 14.7 hectares of land adjoining Begbroke Science Park should be removed from the Green Belt, but the boundaries should be revised as shown on map PR8, attached to the original letter. Two new areas of additional land should be removed from the Green Belt as shown on map PR7a. Attached to the original letter. These are: New policy PR3c: the area comprising Gosford Farm and Bramley Close New policy PR3d: a small triangle of land adjacent to the development site and between that site and the A34 Table 4 needs in consequence to be rewritten: North Oxford: Policy PR6a: 180 homes Kidlington: Policy PR7a: 1230 homes Policy PR7b: 100 homes Yarnton Policy PR8: 1610 homes Policy PR9: 530 homes Woodstock: Policy PR10: 750 homes Total: 4400 homes Note: the area covered by policy PR8 is misleadingly described in the submission plan as Begbroke, but in fact falls predominantly within the parish of Yarnton, and so has been described as such in revised table 4 above."

Reasons for Participation

"This submission raises an important issue as to whether, in the event of the removal of Green Belt land being found to be necessary, residential development could be allocated in a different manner so as to reduce detriment to the Green Belt and minimise the coalescence of communities."

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| PR-C-1461 | 10/10/2017 | Deborah & Jeffrey | Wright | | | | | N |
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5278

Comments

"Flooding can be a major problem in parts of Begbroke and despite assurances additional building is bound to increase pressure on streams such as Rowel Brook and the ability of fields to drain. The land surrounding the River Cherwell and the Oxford canal is in the Environmental Agency Flood Zone 3."

Changes Sought

Reasons for Participation

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| PR-C-1463 | 10/10/2017 | Elizabeth | Clarke | | | | | Y |
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4627

Comments

Please note that this response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Greenbelt Campaign ""BYG"". I believe the plan is not effective or justified neither is it consistent with National Policy. The Council's Local Plan Review is not just to build in the Green Belt, but to attack the core principles on which all Green Belts are founded. Most residents are not at all in favour of the erosion of the greenbelt and from a personal point of view the Yarnton and Begbroke greenbelt land proved to be of huge emotional and physical benefit. The greenbelt is our main opportunity to get out in the fresh air and walk and have the health and wellbeing benefits of walking in green – removing that opportunity is irresponsible and in the longer term not cost effective. I do not believe the Council has a realistic plan for infrastructure; the roads in the area are already not fit for purpose; due to the price of homes in the area many residents travel by car to work, utilising the M40/A34 and M4, their transport needs are not currently met by public transport nor will they be under this plan. The low density proposed for much of the plan the means house prices will naturally be high and will attract higher earners who are likely to travel further for work, exacerbating the travel situation and adding to congestion. The reality of 4.4k new homes means 2 wage earners per house and an extra 8 thousand cars (at least) – trying to get through Kidlington, Yarnton and Begbroke – whilst some of the A44 is dualled not all of it is and there are several severe pinch points, recent housing developments in Yarnton have made the Turnpike roundabout much more congested on most days meaning traffic backs up the A44 almost to Begbroke. Plus there is the additional traffic cutting across from the A40 to avoid the Wolvercote roundabout. - In addition, no amount of work improving traffic flow on the A44 will have any effect whatsoever without first completing a considerable, and very costly, improvement of the A34 (extra lanes, bridge improvements etc.), Peartree roundabout, Wolvercote Roundabout (still), Sunderland Avenue, and the Woodstock road (which still backs up round the Wolvercote Roundabout every morning despite all the recent works). Surely any proposed development itself would be considerably hampered by the current poor infrastructure as well as causing so much additional congestion. - Closing Sandy Lane between Yarnton and Kidlington means residents will have to travel an extra 3.7k round trip, increasing congestion on other roads as well as adding considerable amounts of extra fumes to the atmosphere. In addition, where would all the dog walkers take their dogs for walks and would the cycle paths be protected? Where is the proof that this volume of housing is actually needed, the ""unmet"" housing need remains unproven, where would all these extra people come from?

Changes Sought

For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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| PR-C-1466 | 10/10/2017 | Mingshu | Liu | | N | N | N | Y |
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4630

Comments

This is Greenbelt (GB) land. The purpose of GB land is to keep a green area in built up areas. I have major environmental concerns & strongly believe the environment will be harmed by this new development. Oxford City have not yet identified their current housing needs, so the idea that we need this development to help with their housing needs just doesn't make sense. There are already issues with flooding. More houses will add to this problem, which occurs on a regular basis. Fields & roads flood. Transport into Oxford is already Poor/inadequate. In the mornings, the traffic is often queued right back to Yarnton. Even the current bus lane has little effect until you get past Peartree Roundabout. More houses can only make this worse. For the reasons given and the representations made by the Begbroke & Yarnton Green Belt Campaign, which are support and adopted as part of this representation, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Changes Sought

Reasons for Participation

Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

Proposed Submission Plan - General Comments

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| PR-C-1467 | 10/10/2017 | Terry | Tossell | | | | | |
| 5273 | Comments | | | | | | | |
| Throughout the process, the lack of rigour in examining the city’s claim and the response to that claim has been staggering and is not concealed by the expensive, overly-long, glossy presentation of the plan that discourages any close reading. Yet large numbers of people have made that effort, mounted displays, attended meetings and delivered explanatory material that shows the concern and anger in this village. Even now I am far from convinced that CDC is prepared to act in the best interests of its constituents and I hope CDC will suspend this consultation in the light of the recent Government announcement and seek further clarification before any more money is wasted on this matter. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1469 | 10/10/2017 | Sue, Nick and Ben | Stewart | | | | | N |
| 4633 | Comments | | | | | | | |
| We urge you to oppose Cherwell’s Local Plan including the development of housing on North Oxford Golf Club. We support all the points made by Gill Davidson in her letter(summarised below). My husband, one of my sons and I are all members at North Oxford and obviously we are therefore biased against the plan but we fail to see any advantage in using this site over any other proposed site around Oxford. Surely there must be a huge benefit for the environment, air quality and public health in keeping this green space between Oxford and Kidlington which has existed as a Golf Club for 110 years. The development of housing on North Oxford GC would not contribute to the housing crisis because the housing would not be “affordable”. A golf course takes many years to establish and is costly to build from scratch – North Oxford GC does not have the funds to develop a new site and the proposed “sweetener” would be insufficient to make this possible. I fail to see how this Plan would contribute in a positive way to the interests of the community or to the national need for affordable housing. Please consider other options. Oxford and the surrounding countryside are protected from urban sprawl by the Green Belt. I urge you to recognise the importance of the Green Belt. Cherwell have not proven an exceptional need to build on the Green Belt. With such flimsy reasons for building on the Green Belt this would open the floodgates for uncontrolled development in the future. Do not be a person who allows this to happen. The Green Belt is vital to protect the character of the City and its surrounding countryside as well as providing a green lung that helps to maintain environmental quality. It is irrational to allow Oxford City Council to protect green field sites within the City where housing is needed, such as allotments, then to destroy the Green Belt and put neighbouring villages under pressure. North Oxford Golf Club Cherwell include in the plan the proposal to destroy North Oxford Golf Club which lies in the Kidlington gap, the most vulnerable part of the Green Belt. Far from solving the housing crisis it intends to build low density houses on this site. This is again is madness. I am dismayed by the fact that in the Cherwell Plan the golf course is treated just as another piece of land! The Club has been in existence for over 100 years. It is a beautiful green space supporting a rich environment. It is above all else a COMMUNITY of people. It provides recreation, social and employment for people of all ages. Some people have been members for over 50 years and many people rely upon the Club for their social connections. A number of the members are older and widowed, there are even some people with dementia who continue to play golf. These peoples’ lives will be destroyed. Surely it is important to encourage people to engage in recreational activities not destroy these opportunities. Where is the logic in proposing to replace the golf course on land at Freize farm just down the road? If necessary, why not build houses there instead of creating this mindless destruction of a beautiful site that helps so many people live fulfilling and healthy lives. A golf course cannot be made overnight but takes years of careful management to develop and a golf club is more than just a piece of land. It is quite clear that the university Colleges who own this land are driving this development to fill their coffers. I urge you to resist this dominance of the University landowners in Oxford’s planning. I am sure you will find overwhelming opposition to building on Green Belt land. Although I am opposed to building upon golf courses I would like to know why the golf course in the City is not being build on but the one in the Green Belt is? Traffic and Transport - Traffic congestion and associated deterioration in environmental quality is a worsening problem in Oxford and the surrounding area. Routes into North Oxford, through Woodstock and Banbury Roads are particularly bad and both these roads are in a shocking state of repair. These routes cannot sustain any further increase in traffic that would result from the 4,400 houses proposed in the Cherwell Plan. Whilst it is laudable to promote sustainable transport in the future, these problems need to be tackled first. If it is actually possible to encourage people out of their cars why not do it now? The £10 million spent on the Wolvercote and Cutteslowe roundabouts have made traffic problems worse. • Cherwell Council needs to put pressure upon Oxford City to review its own plan and to ensure that Oxford City uses its own land to alleviate the housing crisis and not to exacerbate it by focusing upon economic and commercial growth. They should also increase housing density. • Protect the Green Belt for the future. Do not be one of the people responsible for allowing this important resource to be devastated by development. • Recognise the need to develop infrastructure and transport before housing development and to resolve the current problems before making them worse. • Do not allow building on North Oxford Golf club. Recognise that the Club is a community of people not just a piece of land. Its development would have a negative impact on a number of peoples’ lives. • Challenge the dominance of the University and its Colleges in determining the planning for Oxford. • Above all focus upon sustainable development – do not destroy the character of the City and its surrounding villages. Sustainable development should consider, social, environmental as well as economic sustainability. • Cherwell’s plans are irresponsible and merely responding to pressure placed by the badly managed Oxford City. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1473 | 10/10/2017 | Debbie | Dance | Oxford Preservation Trust | | Y | N | N | Y |
| 5219 | Comments | | | | | | | | |
| Infrastructure - The Oxfordshire Infrastructure Strategy (OXIS) was prepared on behalf of the Oxfordshire Growth Board to provide a view of emerging development & infrastructure requirements to support growth from 2016 to 2031 & beyond. We would like to understand how the infrastructure identified as necessary will be funded in order to provide a sustainable strategy for growth. Flooding - As CDC will be aware, the Environment Agency is currently developing the plans for a proposed Flood Alleviation Scheme (FAS) for Oxford. OPT is informed by the EA that it is not in a position to model for future growth so that the current plans are based on what is there now. It does not appear that any account has been taken of this scheme in this Partial Review & in OPT’s view it is fundamental that any development that is to happen in Cherwell District takes account of the changes downstream at Oxford as well as in the more immediate vicinity & it would ask that this criterion to be added to the assessment of all potential development sites. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| "OPT considers that there are important matters relating to the soundness of the plan that need to be discussed at the Examination and therefore wishes to reserve the right to participate at the Oral Examination. We take a forward thinking and positive approach to development, looking to influence change rather than stopping it. We are recognised as a professional and experienced voice, able to speak with conviction on matters relating to landscape, views and the impact of development on the city of Oxford and its green setting and surrounds, and are committed to ensuring that Oxford can continue to flourish and prosper, whilst protecting its historic character and setting." | | | | | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1474 | 10/10/2017 | Leslie | Allen | | | | N | Y |
|------------------|------------|--------|-------|--|--|--|---|---|

5201

Comments

"Lack of effort and due diligence by Cherwell District Council and Oxford City Council in researching potential sites. The Oxford City Council local plan preferred options rejects small site of less than 0.25 ha (Approximately 90 - equivalent to 30 football pitches) and also ignored sites in which the owners do not wish to sell plus those such as builders yards which due to city expansion over time are no longer suitably located and should therefore be considered for housing. There is a massive area where the old city gas works used to be which could also be suitable for housing. It is no wonder then that Oxford's contribution is so pathetically small at 3.7% Oxford have in the past also rejected schemes for a social housing development on redundant playing fields near William Morris Close. The Council does not seem willing to compromise but expects others to solve its problems. Oxford's information and approach does not appear to have been questioned by Cherwell and in my opinion indicates a lack of due diligence by both parties therefore making both plans unsound. In my opinion both councils have opted out of making tough decisions leaving it instead to the Inspector. Although housing is flagged up as a need, recent developments along the Botley Road e.g. Waitrose could have provided a local housing site, similarly the development for Islamic Studies in St Clements also could have been used for housing. It therefore appears that Oxford City Council does not have a practical grasp of solutions in its immediate locality. In addition, Oxford City Council has allowed the University and Oxford Brookes to expand out of all proportion swallowing up properties for their students rather than other residents. It is noted that the Cowley barracks site is earmarked for student housing, is there going to be corresponding relinquishing of properties for use by others? Similarly Cherwell have ignored opportunities to look at smaller sites less than 2.0ha which would lend themselves to discrete development and blend in with the villages. One of which was a brownfield site in Begbroke which was totally ignored (despite being previously suggested by the parish council) yet when the owners submitted plans for a small workshop, the application was rejected by CDC 'as it was in the Green Belt' !!!!! The ex-military bases in the Arncott area would be far more appropriate for large scale housing as there is already the presence of a rail infrastructure which could easily connect to the national rail network rather than just Oxford. The data supplied in previous documentation (Oxford's employment areas) indicate that 35,300 workers are employed to the East and South of the city compared with 31,400 in the city centre. It would therefore be more logical to develop housing in these areas rather than towards the North and therefore avoid increased journeys being funnelled through an already inadequate transport infrastructure. The level of job creation is not based on any real fact but mostly speculation. It does not take into account any effects of Brexit, the fact that there is an increasing trend towards working from home or the Government's latest guidelines on housing and is therefore unsound. Oxford City Council's recent thoughts of levying a charge for workplace parking could well reduce the level of companies wishing to operate in Oxford even further. The existing scientific sites are not full according to recent adverts Begbroke Science Park has large amount of space for rent in 2018 equally the Culham Science Park has non science tenants including a pest control firm. Although Oxford is a 'centre of excellence' in certain fields, Cherwell and the other Council's needs to develop other sources of employment apart from the hospitals and universities, if there is to be suitable and sufficient employment across the region. Putting you eggs in one basket is not a good strategy for the future. International companies will move facilities to wherever is more cost effective. There is a real risk 'affordable housing' may not be affordable for long. This is due to forces largely beyond local authority control. Flooding the countryside with houses will not have much effect. If located near 'mass transit systems' this will only help push the prices up. Type of development There does not appear to be very much detail on the type of tenure there should be a mix of Freehold and rented. There is a lot of talk about 'affordable housing' but this is not defined and the Councils appear to be incapable of ensuring that developers cater for those on lower salaries. Fines are not enough as it is cheaper for the developer to pay the fine It is quite clear that unless the type of tenure is clarified then the land owners will not only profit from an exponential increase in land but also an ongoing substantial income unless they relinquish title. It has been reported in the press that key workers will get a 23% discount on the rental market rate. With extortionate rental levels they still won't be able to afford it. With regard to house prices, the affordability issue is not new. Oxford's proximity to London and the fact that it has always been within commutable distance has pushed house prices up yet local pay has always been lower. This effect was noticeable following the opening of the rail link at Water Eaton. Transport infrastructure and provision of public transport and biased approach to provision. It should be a condition that the transport infrastructure must be put in place before any development is permitted. Existing systems are inadequate for current needs let alone expansion. In addition, there has been vast expense and disruption to the major routes both within and to the north of the city for no real benefit., indicating that the knowledge of traffic movements both into Oxford and through the important junctions are seriously flawed there are also serious issues at motorway junctions (9 and 10) The bus lane improvement along the A44 Begbroke to Loop Farm is physically impossible owing to the restrictive widths of railway and canal bridge crossings plus the underpasses at Peartree Interchange. Plans for 'cycle and pedestrian improvements along A44 between Bladon Roundabout and Peartree Roundabout', will not help either. Equally the constant referral to cycling needs to be put back into context. Although encouragement for this form of transport and the provision of safe route is commendable, it is not the major form of transport and given the age range and ability of the working population in Oxford combined with the British weather is unlikely to become so. It is also useless for carrying heavy loads such as the weekly shop. The proposed closure of Sandy Lane to motor vehicles. is unbelievably silly, un sound and not justified. It directly contradicts other proposals to reduce congestion at Langford Lane and Peartree. Sandy Lane is a vital and very well used link for Begbroke and Yarnton to get to Kidlington and vice versa. Closure of this link will add significantly to congestion and journey time for those in the affected villages. At present there seems to be no 'achievable' transport plan either by lack of funding or lack of joined up thinking by national, local and city authorities. Along with the major landowners. The Councils have a very poor track record in solving transport problems e.g. banning busses from Queen Street, modifications to the Cowley Road, Resisting the building of adequate car parking at the John Radcliffe hospital (which resulted in gridlocked roads) and spending £10 million on a roundabout scheme which increases journey time according to the local press. It is also clear that councils do not have the ability to influence commercial operators as we now have Oxford Bus and Stagecoach recently running competing services between Woodstock, Kidlington (via Langford Lane) Water Eaton Summertown and Oxford yet missing out villages such as Begbroke which contain commuters and have no east/west connections following the demise of the K2 bus services following funding cuts. In addition, emphasis would be better focussed on diverting / improving routes for those travelling through Oxfordshire from either the N/S and E/W directions away from the problem areas near Oxford City. Discrimination against the elderly and mobility impaired persons on the A44 at Begbroke Begbroke is a village cut in half by the A44 All persons using public transport therefore have to cross it at least once. Despite ongoing requests to Oxfordshire County Council for a controlled pedestrian crossing, the level of traffic is now such that elderly / persons with mobility issues cannot safely cross and are thus subject to discrimination. While traffic is queuing it is only possible to cross due to the good will of drivers. There does not seem to be provision of a suitable controlled crossing for Begbroke despite the increase in traffic which will result from any housing development. It should be noted that a crossing was provided at Yarnton yet the field of view for oncoming traffic is worse at Begbroke. Impact of the proposed developments on agricultural land and wild life populations. The land between Begbroke and Yarnton supports thriving populations of wild life including Red Kites, Deer, Woodpeckers, Pheasants Wrens, Hedgehogs, Bats and Dragon fly along with other species that support the eco system. Water voles have also been seen in Rowell Brook. The idea that wildlife will fit neatly into a wild life corridor is unsound. These species need the space and tranquillity away from human life in order to survive and flourish. Any development in this area will squeeze wildlife habitat and since people will inevitably bring cats, dogs and associated vermin such as rats, this will have a major effect on species currently thriving. Similarly any development along by the canal and special scientific interest sites will be detrimental. This has already occurred where building up to the canal at Kidlington and Langford locks has resulted in a downgrading of the environment and an increase in litter. It should also be noted that this area contains good agricultural land which in times of rising population should not be sacrificed. This area already provides a high quality walking and leisure environment for inhabitants of Kidlington, Begbroke, Yarnton and others. It must not be degraded."

Changes Sought

Reasons for Participation

Wishes to participate in the oral examination

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|------------------|------------|-------|----------|-----------------------------------|---|---|---|---|
| PR-C-1476 | 10/10/2017 | Peter | Frampton | Framptons on behalf of E P Barrus | Y | Y | N | Y |
|------------------|------------|-------|----------|-----------------------------------|---|---|---|---|

4640

Comments

DELETE

Changes Sought

Reasons for Participation

To participate in the Examination as to whether the Council has properly applied Green Belt Policy.

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|------------------|------------|-------|-------|--|---|---|---|---|
| PR-C-1482 | 09/10/2017 | Chris | Dicks | | N | N | N | Y |
|------------------|------------|-------|-------|--|---|---|---|---|

4648

Comments

Density of Housing: The proposed high density of housing will turn greenbelt into a cramped area of low quality small homes with small gardens. Such a density will not sit well with the suburban and rural nature of the current villages. It will also pose a flooding risk, with so little open land left on the site. This response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Yarnton Green Belt Campaign "BYG".

Changes Sought

For the reasons I have given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

Proposed Submission Plan - General Comments

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|------------------|------------|-------|-------|--|---|---|---|---|
| PR-C-1482 | 09/10/2017 | Chris | Dicks | | N | N | N | Y |
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4647

Comments

Identity of Kidlington, Yarnton and Begbroke: This densely over-populated and huge site would serve to merge the identities of what are currently three distinct places. Creating an indistinct sprawl, with east-west links worse than at present. This response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Yarnton Green Belt Campaign "BYG".

Changes Sought

For the reasons I have given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Reasons for Participation

I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.

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|------------------|------------|-------------------|--------------------|--|--|--|--|---|
| PR-C-1484 | 09/10/2017 | Nicole and Eugene | Brooks and Griffin | | | | | N |
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4655

Comments

We object to the partial review for the reasons given below:
Do not consider the proposed submission plan to be sound and do not see any valid reason for exceptional circumstances to justify removal of green belt land in the area. The report that Oxford's unmet housing need is as high as stated in the plan has been thrown in to doubt with conflicting reports, and that new Government targets are significantly lower than this plan is based on. The plan is unsound and unjustified. It is being rushed through and not based on accurate figures. The proposed plan for improving infrastructure in the area to support this level of development is nowhere near realistic on a physical or financial basis. It does not begin to address the problems that will arise in this area. The proposal of closing the road between Yarnton and Kidlington is not justified at all. The plan is unsound as the need has not been thoroughly assessed or understood and no effective solution has been put forward. There is no justification for removal of green belt land in this area based on these proposals.

Changes Sought

Reasons for Participation

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| PR-C-1486 | 09/10/2017 | Lawrence E | Coupland | | | | | |
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4663

Comments

The botched attempt at road improvements between the Wolvercote and Cutteslowe roundabouts does not augur well for further developments in North Oxford.

Changes Sought

Reasons for Participation

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|------------------|------------|-----------|----------|--|--|--|--|---|
| PR-C-1488 | 09/10/2017 | Genevieve | Coupland | | | | | N |
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4671

Comments

Grew up in this area and have recently returned after 15 years living in London in order to start my family in this beautiful part of the city. Pollution and increased traffic are my main concern as this would damage the area further – the horrendous concrete Cutteslowe Roundabout is bad enough already!! We need the Golf Club and the Green Belt to remain how they are to counteract the damage from the Cutteslowe Roundabout. More houses means more traffic and the roads around here are already over congested. Furthermore, I think the impact of the Northern Gateway and Papermill should be gaged before any new plans are settled upon.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------|--|--|--|--|---|
| PR-C-1494 | 09/10/2017 | David | Evered | | | | | N |
|------------------|------------|-------|--------|--|--|--|--|---|

4690

Comments

Object in the strongest possible terms to your proposal to take land around Yarnton, Begbroke and Kidlington out of the Green Belt and to encourage developers to build thousands of dwellings to a high density. Consider that the proposed Submission Plan is Unsound, NotPositively Prepared, Not Justified and Not Effective for the following reasons:The result will be a practical merging of these three villages to create an urban sprawl, effectively creating a new town – and practically joined to North Oxford. Previous far-sighted governments created the Green Belts to prevent just this occurrence happening. This is against the National Planning Policy Framework regarding the Green Belt. It also spectacularly contravenes your own Policy ESD14: Oxford Green Belt (The Cherwell Local Plan 2011 – 2031 Part 1) where you promise to maintain all the Green Belt to protect against precisely what you are proposing to do (quotes the 5 purposes of land in the Green Belt in the letter)
Yarnton and Begbroke are two small, quiet villages each with a distinct culture and character which will be totally destroyed by any such development. Indeed, Yarnton has claim to be the oldest village in the country with a history of farming thought to go back 5,000 years. Its setting and character will be lost in this urban sprawl. Furthermore, Cherwell Local Plan 2011-2031 Policy Villages 1 (page 246) categorises Yarnton and Begbroke as Category A villages. The policy only allows minor development, infilling or conversion in, or alongside these villages.Besides the loss of our identity and character, the loss of the recreational and visual amenity value of these fields would be enormous, not to mention the loss, too, of good agricultural land. The pressure a development like this would have on our infrastructure would be tremendous and dwarf the problems we have now. The A44 can be dreadful already during busy times and the extra traffic generated by several thousand new homes would cause bigger traffic flow problems and not helped by the proposed closure of Sandy Lane to motor vehicles. This is classified as a key alternative route by Oxfordshire County Council in case of problems on the A44 or A4260. This is unacceptable. Flooding and drainage generally has been a problem in Yarnton for a long time and the loss of these surrounding fields to concrete can only greatly exacerbate the problems. The Strategic Housing Market Assessment (SHMA) has always been thought to be highly ambitious and inflated. Indeed, recent government recalculation has reduced Oxfordshire's need by nearly 50%. Economic growth projections are overoptimistic and who knows what will happen to the economy post Brexit but it's not looking positive – since the referendum, growth has slowed considerably in the UK while it is rising in the rest of the E.U. And new figures show UK productivity to be 15% worse than our European partners and the USA. The major employment areas in Oxford are in the South and East of the city so this housing will be in the wrong area. With the reduction in Oxford's housing needs, they should be looking to build housing in those areas preferably on their brownfield sites and ones earmarked for commercial premises.None of the twelve reasons you cite as justification for taking our fields out of the Green Belt are 'Exceptional Circumstances' at all. They are merely attempts to justify building an unacceptable volume of housing based on flawed and overinflated projections. Many of the reasons are not relevant at all to the issue.The Green Belt protects us and our rural identity, character and way of life. I urge you to think again, drop this draconian proposal and maintain the entirety of our Green Belt.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-1495 | 09/10/2017 | Emily | Moore | | | | N | N |
|------------------|------------|-------|-------|--|--|--|---|---|

4691

Comments

Object in principle and practice to the permanent loss of Green Belt land. The countryside around Yarnton is rich in wildlife and the loss of habitat will have a massive environmental impact which cannot be rectified. Why has Cherwell put forward a plan which clearly goes against the National Planning Framework guidance (quotes the 5 purposes of land in the Green Belt)

Has Oxford City Council proved beyond all reasonable doubt that there are not more suitable locations which could be used or regenerated within its own city boundary? Are there not more suitable locations around the county which would not require the loss of Green Belt land? Why has Cherwell District Council ignored its own Green Belt policy? (Quotes Policy ESD 14 - Oxford Green Belt and A11 and B.260 in letter)

Yarnton is a village with approximately 1,350 houses and Begbroke has just 390 houses. Building 2,480 new houses on the Green Belt land between the two villages is disproportionate to the size of both villages and will essentially mean that each village loses its own unique identity and instead merges with Kidlington into one large conurbation. The impact of an additional 4,400 houses and associated cars is likely to mean that the A44 will be gridlocked during daily commuting times. This main route into the city is already overstretched and can often cause huge delays with the volume of traffic currently using it before the extra traffic is added into the equation. The additional housing may be being proposed to meet Oxford's unmet housing needs however anybody living in the area will face real difficulties actually commuting into Oxford - even allowing for the proposed new transport infrastructure (if the recent updates to the traffic system around Wolvercote roundabout which have had no impact whatsoever are anything to go by). Cherwell District Council should be looking after the needs of its constituents and whoever has been involved in putting these plans forward should ask themselves if that is what they are truly doing and the impact of the legacy that they are leaving for future generations.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|----------|--|--|--|---|---|
| PR-C-1496 | 09/10/2017 | lanthe | Maclagan | | | | N | N |
|------------------|------------|--------|----------|--|--|--|---|---|

4692

Comments

Object to the proposed development and consider the proposals unsound on the following grounds:

1. Increased traffic congestion, pollution and noise. These are all very serious issues for Oxford, and for this part of it. In Linkside Avenue we are surrounded by noisy roads. The impact of development on the golf course will be felt particularly badly. With recent research and mounting concern about the dangers of air pollution, it is becoming increasingly clear that the future must include proper planning to limit private traffic and road use. There appears to be no plan to manage the traffic for this development.
2. Loss of irreplaceable, irrecoverable Green Belt. This is not consistent with national policy.
3. Fear that the housing built will not increase the housing available to ordinary people in Oxford, key workers such as nurses and teachers, and people on average incomes, and that any quotas imposed for affordability will be a) not really affordable and b) not held to. Any plan should focus on alleviating demonstrated housing need by local people, and include a high proportion of housing for purchase and rent by people on low to average incomes. Instead it seems likely that the area will become a commuter suburb for London.
4. Fear that the development is being led by commercial interests rather than a rational coordinated overview of housing need in Oxford and the best way to meet it. For these reasons I think the proposed submission plan is unsound, not positively prepared, not justified and not effective.

Changes Sought

Reasons for Participation

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| PR-C-1498 | 10/10/2017 | Mrs J | Wright | | | | N | N |
|------------------|------------|-------|--------|--|--|--|---|---|

4699

Comments

Moved into the quiet village of Begbroke over 25 years ago. Begbroke was chosen because of its rural surroundings. Moving from central Witney with congested routes to Oxford, pollution and noise my new home was idyllic. Begbroke and its surroundings as part of the Green Belt was a forever home. Walk almost daily in the countryside around our village. All our beautiful walks through heath, woodlands and fields are tragically in danger. All the floral and fauna will disappear too. Over the years extra property both residential and non residential have been built. We already suffer from localised flooding which has increased to the extreme that some residents have to use sandbags to protect their property. Less Green Belt means less ground to take away the excess water exacerbating the flooding issues. Already there is or soon to be new housing in Woodstock, Long Hanborough. Also Banbury and Bicester have expanded rapidly. North Oxford Golf Course will soon also be disappearing under bricks, mortar and tarmac. Now here the Green Belt is under attack. Developers want to destroy the Green Belt for what is only financial gain. Derelict and redundant land needs to be used as an alternative. Urban Sprawl. Kidlington will become part of a vast urban sprawl encompassing north Oxford, Cutteslowe, Wolvercote, Begbroke, and Yarnton. Our beautiful green countryside will disappear forever! Unaffordable Houses. Very few of the new houses would be 'affordable' in reality. Developers across the country consistently default on their affordable housing quota. Predicted prices for so called starter homes at Barton Park are already beyond the reach of first-time buyers. Most of the new houses are likely to serve the London-commuter and buy-to-let markets, and Kidlington's young people and the county's key workers still won't get the truly affordable housing they need. Our green rural surroundings will be destroyed! Public services to get worse. Underfunded public services, already struggling, will deteriorate further: waiting times to see your GP will be even longer and school class sizes will rise. Our children's countryside heritage will no longer exist! Traffic Gridlock. Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. The fabulous scenery that surrounds us gone! Please reconsider the submission of these ill thought out plans.

Changes Sought

Reasons for Participation

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| PR-C-1499 | 09/10/2017 | Mr P D C | Brown | | | | N | N |
|------------------|------------|----------|-------|--|--|--|---|---|

4700

Comments

Consider that the proposed submission plan is Unsound, Not Positively Prepared, Not Justified and Not Effective for the reasons given below.

1. The plan proposes development that would merge the villages development that would merge the villages of Yarnton and Begbroke with Kidlington making a huge conurbation on land that is green field Green Belt in contravention of the whole aim of the Green Belt, and the policy on it endorsed by Cherwell District Council as recently as July 2015.
2. The plan purports to be for 'housing need' yet it includes a substantial area around the present Begbroke Science Park for business growth with neither explanation nor justification for this development. The area that has become Begbroke Science Park used to be a farm and ancillary old buildings and its current development as a science park is development on a brownfield site. There is no justification for extending this development into the neighbouring fields of the Green Belt around it. As it is Begbroke Science Park boasts that it is set in a 'rural idyll', and that would be destroyed. Quotes Begbroke website in the letter.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-1501 4704 | 09/10/2017 | Cherry | Brougham | | | | | | |
| Comments | | | | 4,400 new homes is only appropriate for current Local Plan preparation purposes and will need to be reviewed very soon not only as the Government has recently revised Oxfordshire's housing requirement downwards, but because of Oxford City's Local Plan which is being consulted on. Since any reduction in Oxford's requirement will come off the numbers sought outside the City such reductions would be heavily 'geared'. Need to specifically meet Oxford's needs in planning for the additional housing development - the additional housing is not required to meet Cherwell's housing needs which are covered by the Local Plan. The areas of search are appropriate, given that the intention is to meet Oxford's housing needs. Agree with minimum site size threshold of two hectares for the purpose of site identification, and that Cherwell District Council should not be seeking to allocate sites for less than 100 homes. | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| PR-C-1501 4713 | 09/10/2017 | Cherry | Brougham | | | | | | |
| Comments | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| PR-C-1502 5144 | 09/10/2017 | Henry | Brougham | | | | | | |
| Comments | | | | Incorrect consultation form used. Comments relate to proposed submission plan. Five Year Land Supply Start Date - It should not be any sooner, given the uncertainties surrounding the number of dwellings that will be required until the Government's revised figures for housing requirements have been consulted on, and until Oxford City has completed its Local Plan | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| PR-C-1502 5137 | 09/10/2017 | Henry | Brougham | | | | | | |
| Comments | | | | Incorrect consultation form used. Comments relate to proposed submission plan. Site Size Threshold - Agree | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| PR-C-1502 5143 | 09/10/2017 | Henry | Brougham | | | | | | |
| Comments | | | | Incorrect consultation form used. Comments relate to proposed submission plan. Concern that the transport proposals are uncosted and unfunded and therefore only aspirational. No development should proceed until the appropriate transport infrastructure has been costed, funded and firmly programmed. One specific point: to close Sandy Lane at Yarnton would effectively cut off PR8 from Kidlington, the nearest centre. | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| PR-C-1502 5142 | 09/10/2017 | Henry | Brougham | | | | | | |
| Comments | | | | Incorrect consultation form used. Comments relate to proposed submission plan. Strategic Development Sites – Initial Selection of Options for Testing. Agree with the initial selection of site options for testing | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| PR-C-1502 5139 | 09/10/2017 | Henry | Brougham | | | | | | |
| Comments | | | | Incorrect consultation form used. Comments relate to proposed submission plan. Other Potential Strategic Development Sites No. Pressure to bring back other sites into the process must be resisted. | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| PR-C-1504 4730 | 09/10/2017 | Christine | Lodge | | | | N | N | |
| Comments | | | | Green spaces in Kidlington – those mentioned in the plan and also other areas under threat by developers i.e. the area behind The Moors – are precious and should be retained for those currently living in the village and our children. There is no need for these vast number of houses to be built in a village as a response to the problems identified within Oxford. | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1506 | 09/10/2017 | Bryony | Thomas | | | | | N |
| 4738 | Comments | | | | | | | |
| Economics: it is not sound economics to add to Oxford's traffic and infrastructure issues. Firms will not be attracted to Oxford if our ring road is a frequent car park. Patients frequently miss appointments at hospitals because they are held up in the jams. Why do you not consider building up another centre in Oxfordshire such as Banbury, where the Horton can be expanded to take some of the pressure off the John Radcliffe hospital? Leisure: the areas proposed for building are mainly pleasant and unspoilt countryside with many footpaths and green spaces, heavily used by walkers and joggers and you will greatly detract from the pleasures of living in Kidlington, increasing the chances of mental and physical health issues. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1509 | 09/10/2017 | Mrs Dominique | Burford | | | | | |
| 4749 | Comments | | | | | | | |
| Very concerned by the building of the 4000+houses in the Begbroke/Yarnton area.Cannot believe Oxford City needs to use the land around us to meet their needs. Can pinpoint some areas in the City, which could be built on. The infrastructure around us is totally inadequate to cope with the proposed number of houses. The promises made are not sustainable. The problems we already face with sewage and flooding seem to have been disregarded. The idea the traffic will not be increased thanks to the creation or improvement of the cycling lanes is totally ludicrous. A lot of people will not consider cycling to work in Oxford an option as it will be much to far. We are struggling already with bad congestion on the A44 and A34 at peak times. The level of pollution will also increase. Appalled to think our Green Belt, which so far had been fiercely protected, is going to disappear to bereplaced by some kind of urban sprawl, destroying what is left of our countryside. Hope you will look very carefully into this rushed plan and consider better options. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1510 | 09/10/2017 | Daniel and Susanna | Blackmore | | | | | N Y |
| 4750 | Comments | | | | | | | |
| Objections below.- The proposal contradicts Cherwell District Council's own 'Local Plan Policyon the Green Belt', which states that development should be minor, infillingand conversions only.- Yarnton, Kidlington and Begbroke are three distinct communities withimportant histories. This development would destroy these three identities,merging them into one unit, too large to have any community.- Destroying the Green Belt means the loss of high quality agricultural land,precious wildlife and recreational spaces. We plan to start keeping bees nextyear and cannot do so if houses are built on the field behind our house.- We have experienced flooding from the field behind Rutten Lane.Destroying the Green Belt would worsen flooding.- Proposed extra housing would be bought by those who can pay the most.This would be London commuters, effectively making Yarnton, Kidlington andBegbroke a sprawling suburb of Londoners, and destroying local villagecommunity. Oxford's housing problem would not be solved.- Oxford City would become an urban sprawl, expanding beyond itsboundaries.- The number of houses suggested is out of all proportion to the current sizeof the three villages.- Oxford City Council could consider building flats rather than houses to meetits housing needs.- Cherwell District Council could consider other sites within easy reach ofOxford by train e.g. Bicester.- The A44 is already congested and the increase in traffic would be anightmare.- Sandy Lane is a vital link road to Kidlington. Closing it would furtherincrease traffic on the A44 as well as being hugely inconvenient. We useSandy Lane several times a week. We have three young children so travellingby car is our only option. We also cycle to Summertown for work and will notcycle via Kidlington.- The A40 is also extremely busy and would become more so. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Begbroke and Yarnton Green Belt Campaign to represent them at the Examination | | | | |
| PR-C-1512 | 09/10/2017 | Esther | Ibbotson | | | | | N |
| 4753 | Comments | | | | | | | |
| Having looked at these for extensive building between Yarnton & Begbroke, & between Kidlington & North Oxford, I wish to object based on a number of concerns: 1) the enormous change to Yarnton as a village, making it 3 times its current size & altering it beyond all recognition, 2) the virtual joining of Kidlington to Oxford, threatening the identity of the village, 3) the massive increase in traffic caused by so many more people living in these areas. These roads are already congested, especially the Sainsbury's roundabout & Cutteslowe roundabout at certain times each day, 4) although I appreciate that people need places to live & affordable homes are needed, I don't think it is reasonable to build them all in this small area of just a few miles. Surely there are other places in Cherwellwhich could accommodate many of these homes? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1513 | 10/10/2017 | Mark | Lowen | | | | | |
| 4755 | Comments | | | | | | | |
| It appears to be the strategy of Oxford CC & or the Oxon Growth Board to increase the employment opportunities in & around Oxford using the consequential influx of people to justify building on the GB. There are other options available to increase employment opportunities & increase housing in a sustainable manner. For instance there is room for commercial development to the north of Kidlington & at Begbroke Science Park. New housing to the north of Kidlington, out of the GB would provide cheaper housing for those working at those sites. Furthermore housing at the Northern Gateway, rather than a commercial development will result in a morning south-north commute, against the existing prevailing north-south flow of traffic. The plan provides for affordable housing. However the definition, which is Oxford City's definition is too wide in some respects & too narrow in others. Key worker definitions don't contain sufficient constraints on key workers from outside the area. Therefore encouraging migration by key workers from London. Also it does not provide any facility for private sector 'key workers'. We need housing for local people, irrespective of what sector they work in. Only achievable by restricting price or the introduction of help to buy or other innovative ways of purchasing for first time buyers. For those unable to buy, we need social housing at affordable rents for local people. Exceptional reasons need to exist to justify building on the GB. Oxford CC's plans to build commercial premises creating 5,000 jobs, without having 5,000 people within reasonable commuting distance to take these jobs. That is not an exceptional reason to justify building on the GB. If Oxford CC have a housing shortage without the Northern Gateway, then they should use that space to satisfy the housing requirement, before there is any argument to justify building on GB. If Oxford CC believe there is sufficient people who can commute to take these jobs, then there is no reason to build on the GB. The Govt. has changed the calculation method for housing need. CDC have refused to suspend this process until the implications of those changes have been considered & applied to these proposals. CDC's view seems to be that if the plans need to be reviewed, they will do it & they can be trusted to decide which if any sites are rejected. The public should be consulted in the context of the plan as a whole. No one knows what the plan as a whole might conceivably be. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1513 | 10/10/2017 | Mark | Lowen | | | | | N |
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4754

Comments

The underlying problem in Oxford and the surrounding area is the influx of people from outside the area to take advantage of employment opportunities in Oxford, the private schools of North Oxford, and the transport links, especially the new Oxford Parkway Railway Station into London. As a consequence property prices have increased to a point where local people are unable to afford properties either to let or to buy. They are being priced out by people moving out of London where salaries are much higher. The Oxfordshire Growth Board have determined Cherwell DC should provide an additional 4,400 houses to meet Oxford City's unmet housing need. Cherwell's proposals will; decimate the green belt, destroy Yarnton and Begbroke's environment and increase traffic chaos to the north of Oxford. Oxford City's commercial development in the Northern Gateway will create 5,000 new jobs.

According to the Office of National Statistics, Oxfordshire's unemployment rate is 0.7%, amounting to a claimant count of only 2,900 in the entire county. Take away those; between jobs, approaching retirement, the unemployable and Oxfordshire is close to full employment. The Northern Gateway will attract thousands of people more into the area, exacerbating the housing shortage. There are already other proposed commercial developments in and around Oxford. The problems above that have led to the 'unmet housing need' will therefore only be exacerbated by the introduction of a further 5,000 jobs on Oxford City's only remaining land for housing. The Northern Gateway development is not sustainable. In any event Oxford City's view that they cannot find any other land on which to build houses, is questionable. They should be building affordable housing on the site of the Northern Gateway site.

Ironically Cherwell's plan includes building on North Oxford Golf Course, while Oxford City Council consider Southfield Golf Course as being too important a facility to build on, despite it being in the middle of the City's major centres of employment. Traffic congestion in and around Oxford is extreme, especially in the north of Oxford and to the south of Kidlington. There are other areas around Oxford on which to build housing that would be closer to major employment areas. In particular along the Northern By-Pass (A40) between the existing new Barton Gate Development and the Marston Flyover. Such housing would be closer to Oxford's employment centres such as the hospitals, the BMW factory and its surrounding employment centres. It appears to be the strategy of Oxford City Council and or the Oxfordshire Growth Board to increase the employment opportunities in and around Oxford and use the consequential influx of people to justify building on the Green Belt. There are other options available to increase employment opportunities and increase housing in a sustainable manner. For instance there is substantial room for commercial development to the north of Kidlington and at the Begbroke Science Park. New housing to the North of Kidlington, out of the green belt would provide cheaper housing for those working at those sites. Furthermore housing at the Northern Gate, rather than a commercial development will result in a morning south-north commute, against the existing prevailing north-south flow of traffic. The plan provides for affordable housing. However the definition, which is Oxford City's definition is too wide in some respects and too narrow in others. The key worker definitions do not contain sufficient constraints on key workers from outside the area. Therefore it will only encourage more migration by key workers from London. On the other hand, it does not provide any facility for other private sector 'key workers'. We need housing for local people, irrespective of what sector they work in. That can only be achieved by restricting price or the introduction of help to buy or other innovative ways of purchasing for first time buyers. For those unable to buy, we need social housing at affordable rents for local people.

The Government has changed the method by which housing need is calculated. Cherwell have refused to suspend this process until the implications of those changes have been considered and applied to these proposals. Cherwell seem to be taking the view that if the plans need to be reviewed, they will do it and they can be trusted to decide which if any sites are rejected. The public should be consulted in the context of the plan as a whole. No one knows what the plan as a whole might conceivably be. In Cherwell's original options document Sites PR14 and PR27 (Behind The Moors, Kidlington) were suggested as possible sites for development. Cherwell have rightly discarded this site as unsuitable. It is rumoured that developers are to make an application to the Planning Inspector. If they do I would object on the following grounds:

1. The site is in the Green Belt and must be preserved for the same reasons that existed when it was declared as Green Belt.
2. Loss of the landscape and rural views towards the oldest part of the village would be destroyed.
3. There would be an increased risk of flooding. There has been significant flooding along Mill Street, the land behind the Moors and to the west of the cemetery in very recent years. A development will exacerbate that flooding.
4. There is inadequate local infrastructure, such as surface water and could water drainage.
5. The road network is not up to coping. The Moors and Mill Street are long straight roads that already have speed humps installed. They are close to a school, nursery and a conservation areas.
6. The local Primary schools are full. This single development would necessitate another school for which there is no provision.
7. The fields in question are heavily used as a recreational amenity for dozens of people every day, in the summer perhaps hundreds a day.
8. There would be a loss of habitat for Short Eared Owls, Great Crested Newts and Skylarks.

Changes Sought

Reasons for Participation

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| PR-C-1514 | 10/10/2017 | Councillors Neil Prestidge and Maurice Billington | Prestidge and Billington | | | | | N |
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4770

Comments

We believe that the plan will be a massive failure if it removes land from the green belt only to see insufficient delivery of affordable housing, or new development without supporting critical infrastructure, contrary to the plans objectives. We object to the revision of the local plan because it is unsound.

Changes Sought

Reasons for Participation

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| PR-C-1515 | 09/10/2017 | Jackie | Orchard | | | | | N |
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4771

Comments

As a Yarnton resident I strongly object to CDC's plans to build 2,480 new houses on the GB land surrounding Yarnton, Begbroke & Kidlington. I understand that the 5 conditions for GB status are met. Therefore, it is only in very exceptional circumstances that such a building project can be permitted. If this plan was successful it would destroy the nature & quality of life in all 3 villages. Seriously harming the wildlife dependant on this area for survival. The impossible strain that would be placed on the infrastructure, which currently struggles, would have a major impact in the area.

Transport: The proposal provides limited insight/consideration to realistic improvements to the road networks. This would put unnecessary & impractical strain on the already overcrowded road system in & around Begbroke, Yarnton & Kidlington. The state of these roads are already of poor standard, increasing usage would only worsen this. Resulting in damage to vehicles & complaints to the council as well as unhappy motorists/voters/council tax payers being delayed in reaching planned destinations. Increasing traffic, particularly on the A44 Woodstock Rd between both Rutten Lane & Kidlington roundabouts, plays a crucial role for everyone. There is currently no bus service between Yarnton & Kidlington. If Yarnton residents wish to visit the main supermarkets in Kidlington they have to drive there. Thus, if the Sandy Lane link between Yarnton & Kidlington is closed to through access it would force residents onto the already overcrowded A44 Woodstock Rd, potentially increasing their journey length, adding to cost, pollution & the inevitable gridlock, already a regular feature on that road.

Health: Getting an appointment at Yarnton GP's is already a lengthy process. It's a min. 2 week wait for a regular appointment. Urgent, same day, appointments are limited & a question of luck. With potentially 2K new families to the area, the service would crumble under the strain leading to serious health implications for locals. Particularly impacting on vulnerable elderly & young people.

Quality of Life: The majority of residents who choose to live here do so because they prefer not to live in an overcrowded, under resourced urban sprawl. The plans would turn Yarnton, Begbroke & Kidlington into an urban sprawl, losing the village community. It would potentially become a dormitory town where those wishing an easy commute to London via Oxford Parkway increasing the risk of filling the area with people who have no real interest in it & no wish to integrate into the community. Parkway Station is already well used, especially during the week & would quickly become overcrowded with too few parking spaces, as would all the other car parks in Kidlington.

Summary: Concerned about the accuracy of the information this has been based on & the speed at which the council appear to be pushing this through. I don't feel well represented by my local council & given an option to provide a vote of no confidence I would happily do so. I don't believe the decisions taken for this so far have been well informed. Resulting in residents now distrusting the Council's motives. I would like to see evidence that thorough investigations have been made into using brown field sites & more appropriate locations within Oxford's boundaries. I appreciate more homes are needed, however, this plan appears excessive, doesn't address the increasing homeless concerns & shows little practical consideration to the supporting infrastructure. The council tax paying residents deserve more respect from CDC.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-1517 | 10/10/2017 | Jane | Olds | Fringford Parish Council | | | | N |
| 4774 | Comments | | | | | | | |
| The Parish Council has discussed the response to the Local Plan Part 1 Partial Review of Oxford's Unmet Housing need & agrees with the District Council's reasons for restricting the housing development to Areas A and B. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1521 | 09/10/2017 | Alaric | Rose | | | | | N |
| 4791 | Comments | | | | | | | |
| I hope that there is a satisfactory outcome to the consultation as many people in the area are concerned about the scale of development, the lack of infrastructure budgeting and where any funds would come from to pay for the infrastructure necessary, and the continued pressure in both Oxford and Cherwell to favour employment opportunities over housing. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1523 | 09/10/2017 | Brian | Wilson | | | | | N |
| 4793 | Comments | | | | | | | |
| Whoever placed this plan for new houses in Kidlington must either a not live here or is making a tremendous profit on the proposal. The complete lack of an integration program for the total proposal is sufficient to show that this project is not thought out. Somewhere someone is making a large profit for a minimal investment. Perhaps the councillors supporting this are in on this. Kidlington does not have to become part of the urban sprawl to get the City off the hook. Much disgust in reading the proposals, they should be put on hold for good. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1524 | 10/10/2017 | Wendy | Price | | | | | N |
| 4794 | Comments | | | | | | | |
| Objection to the extent of the above development for the following reasons: At a public consultation in Kidlington an official from your department admitted that the proposed development was for the London overspill. Therefore the claim that it is to meet the needs of Oxfordshire residents is spurious. The National government have revised their projected housing needs for Oxfordshire reducing it to 68% and 50% for Oxford city. Therefore there is no need to build on the GB. The GB is an enlightened legacy from previous generations. With the current expansion of Oxford it is even more necessary for the well being of its population. Building within the city boundaries at a higher density would meet the projected housing needs. Our European neighbours show us how. The infrastructure of the city is strained already. At rush hour the main roads converging on the city are notoriously clogged. The proposed developments will exacerbate this. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1525 | 09/10/2017 | Ben | Haxton | | | | N | N |
| 4795 | Comments | | | | | | | |
| As a resident of Begbroke Village, I am deeply saddened to see that the local councils and University is wilfully abandoning the GB to development. This finite resource serves many in the community as a their first contact with clean, fresh air and nature on a regular basis. Its trees and plants serve both functional purposes to feed and maintain vulnerable ecosystems, but also to absorb pollution from our already congested local roads that surround it. It is my concern that the air quality in this area will dramatically worsen by the increased numbers of cars on the local roads, whilst the wildlife that is already vulnerable to the traffic will be forced out of their safety within the GB land and onto the roads, leading to an increased number of road traffic accidents associated with wildlife. A wealth of wildlife including bats, deer, lizards and variety of other animal species are solely dependent on these limited areas where they can be safe from excessive human contact. However, it is the space that the green belt provides that allows people the opportunity to observe wildlife free from stress and free from interference that offer great benefits to peoples mental health. The benefits to the local community of such a space, must not be jeopardised for financial gain by the few, as it should be preserved for all in the current sense, as well as future generations- as it was intended. The documentation that has been presented to date emphasises that the proposed housing will account for Oxford's largely unmet quota, however, it is evident that Oxford has not utilised its vacant land and buildings within the city, as well as to the north, accordingly. Based upon the pricing of the recent housing developments at Barton, it is apparent that the implied 'affordable' homes will be not be suitable for those on the housing list to purchase, and subsequently will be restricted to a limited market. Releasing the GB from its protective status can not be justified for this application. The poor transport links that are currently in place will be worsened by proposed road closures, whilst local floodplains that surround the main through roads and proposed development sites are already vulnerable. This will be subject to worsened flooding as the current, burdened infrastructure struggles to support the new burden. It is for these reasons that I consider that the proposed submission plan is Unsound, Not Positively Prepared, Not Justified and Not Effective for the reasons given in my specific objections above. In addition to the representation made by the Begbroke & Yarnton Green Belt Campaign and would request that my Representation is considered in association with theirs. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1526 | 09/10/2017 | Alexander | Fleet | | Y | Y | N | Y |
| 4796 | Comments | | | | | | | |
| The plans are completely unrealistic to the transport problems caused by the new housing. The roads are already at full capacity, with a typical bus journey taking 40+ mins to travel 5 miles at peak time. Most of that journey time is spent before even arriving in Oxford. If an incident or accident happens on any of the other routes going into Oxford, then you can easily add another 60 mins to your journey time. The roads simply will not cope with the 4000+ homes that the plans are proposing, before even taking into account the addition homes in Yarnton. The new traffic plans would even make things worse closing down one lane on the dual carriage way. The proposed bike path would make no difference (already longer than the national average in terms of the distance people travel to work by bike) as it starts in Kidlington. The housing being proposed will not ease Oxford's crisis in terms of affordable housing. The new "affordable" houses in Barton cost £270-300k; these new houses will be the same price and not help out any first time buyers. The amount of housing, of the densest in Oxfordshire, would completely destroy Yarnton / Begbroke's identity as villages, as it would combine them with Kidlington, as well as increasing the village populations by 4 times. The number of houses that have been proposed to be needed, are predicted on the economic from 2011/2012; a growth no economist would now predict even before taking Brexit into account. The economic growth around Oxford, is based mainly around the South East of Oxford whereas these houses are going to be built the North West (again adding to the traffic).To top it all off, this housing is for Oxford city's housing shortage, and not Cherwell Council. Houses will be built on Greenfield sites, while brown field sites exist in Oxford itself (for instance around the mini plant) and ludicrously a golf course. How can a golf course be ranked above green fields? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1527 | 10/10/2017 | Rachel | Farquharson | | | | | N |
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4797

Comments

Opposition to Cherwell's Local Plan and its decision to recommend the development of housing on the site of North Oxford Golf Club and neighbouring areas of the Kidlington GB gap. I absolutely recognise the housing crisis this country is facing and the need for each county and city to act in a responsible and proactive manner to address this. But we also have a collective responsibility to ensure that the plans we propose and implement not only address this capacity shortfall but also do so in a sustainable and responsible way. Our responsibility is not only to our current population but also to that of future generations. As a city Oxford is already facing very significant challenges associated with the management of a dense population, constrained by geographical and physical boundaries. We are also a city which has a well-documented problems with traffic congestion and associated pollution problems. As someone who has a personal and family history of respiratory disease and as a healthcare worker who has worked with respiratory conditions the issue of maintaining a 'green environment' and thus the health and welfare of not only the current population of Oxford but also that of future ones, is something I think we all should take very seriously. In making an assessment of how housing needs should be most appropriately addressed there are a number of important steps that should be taken: - ensuring the accuracy of the assessment of need - recent national and local re-assessments of housing need have raised questions about the accuracy of the estimate of the numbers of houses needed. - ensure that when housing solutions are proposed, that they meet the need for which they are intended- that is specifically low cost housing. - that the site and land selected offers a viable and appropriate short and long- term solution to meet these needs - that we take responsibility for determining the way to use our land assets in the most appropriate way and sustainable way. The Banbury Road is incredibly congested at any of the peak times of the day - this has both serious pollution and access implications both for day to day traffic and emergency access. That is not just a problem for today, but also has potentially incremental implications for the future. The Kidlington gap is designated as a strategic piece of the GB and the rationale for this has not changed. The golf course and the land surrounding it provides a very valuable leisure asset to not just golfers but walkers as well, and at a time when we are facing increasing challenges with our public health, retaining such a facility close to the city, accessible to all is such an important feature. It is for this reason, and those outlined in Gill Davidson's recent correspondence, that I urge you to oppose the planned development which includes the removal of North Oxford golf club; which currently provides a protected area of GB neighbouring the busy Banbury Road. Once this is lost it can be restored, so the long-term consequences of this decision need to be robustly considered. As a member of the golf club I naturally have a potentially biased perspective but I fail to see any advantage in using this site over any other proposed site around Oxford. And I fail to see how this Plan would contribute in a positive way to the interests of the community or to the national need for affordable housing and a healthy population. I strongly encourage you to re-appraise the options and the risks as well as benefits associated with these.

Changes Sought

Reasons for Participation

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| PR-C-1528 | 09/10/2017 | Dr Lynne | Cox | | | N | N | N |
|------------------|------------|----------|-----|--|--|---|---|---|

4801

Comments

The council has a legal duty to support the views of its residents, who are strongly opposed to the proposed development. The plan ignores the views of the majority of residents who object to the proposal hence it is NOT POSITIVELY PREPARED. The proposal is out of scale for the sites listed. Infrastructure will be overwhelmed (especially schools and GP surgeries) i.e. the plan as prepared is NOT EFFECTIVE. Additional traffic on the roads will vastly overburden the infrastructure leading to additional congestion and pollution (traffic projections are based on models using false averaging). Congestion decreases worker efficiency, while pollution from busy roads leads to illness and death. The plan as proposed is therefore UNSOUND. The council is going against its own planning policy as it has not demonstrated compliance with the requirement to consider ALL alternatives to GB. The plan as proposed is NOT POSITIVELY PREPARED. The Kidlington gap and the Yarnton gap are crucial parts of the GB, preventing urban sprawl from Oxford and retaining the unique communities of Kidlington and Yarnton. GB is a permanent designation in planning legislation and unmet housing need is NOT a reason for building on the GB. There are no exceptional circumstances in this case so I object as the proposals are NOT JUSTIFIED and UNSOUND; they are also INEFFECTIVE and INCONSISTENT WITH NATIONAL POLICY. I am saddened by the apparent failure of local democracy in that the local community is very clearly against loss of our critical GB land, the imposition of unnecessary housing and the degradation of community that it would entail, while the council appears already to have made private agreements with developers to go ahead, as revealed in the public meeting at Exeter Hall on September 21st, and which the council were unable to refute. The fact that Cherwell District Council has ignored both Parish Councillors and our own MP, Leyla Moran, is of deep concern. A failure to properly follow its own and national guidelines on planning may constitute an infringement of the law concerning the roles and duties of officials in local government. For all these reasons, I am completely opposed to the Cherwell district council's plan to permit building of 4,400 houses on GB land and I call upon the council abide by its duty to respect the views of local residents and to reject the plans for this additional housing (Policies PR1, PR3 and PR11).

Changes Sought

Reasons for Participation

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| PR-C-1530 | 09/10/2017 | Michelle | Mason | Oxford Spires Academy | | N | N | N | Y |
|------------------|------------|----------|-------|-----------------------|--|---|---|---|---|

4803

Comments

Deeply upset and angered by the plans set out to completely ruin our village of Yarnton. Moved to the village a year ago, largely to enjoy a more rural way of life, in a village with an identity and sense of community. From a very personal perspective, our properly backs on to the beautiful farmland of plot PR9. This was a major factor in why we purchased the property, and we regularly enjoy the views and walks that this offers, alongside many other Yarnton residents. Feel this plan will completely change the feel of the village and make it unrecognisable as it will become part of the 'Oxford sprawl' and essentially merge with Begbroke and Kidlington. Our beautiful countryside would be lost forever. The purpose of the Greenbelt is to stop these from happening. Feel that the justification to remove land for the Greenbelt is completely unfounded. It has already been established that the original SHMA figures did not accurately represent housing need, which were completely exaggerated. Only one third of the proposed housing is being fulfilled with the Oxford boundaries, and feels that much more need to be done in order to investigate how Oxford could meet its own housing needs, without forever eradicating our precious Greenbelt. Understand the 'need' for affordable housing in Oxfordshire, but does not believe that this plan will realistically achieve that. The SHMA (Clause 2.8) states that Oxfordshire household prices are 9x comparable incomes, meaning that in context an 80% market valuation is still out of the reach for many buyers. Aims to deliver affordable housing are rarely met, as Councils lack power to commit the builders who can make greater profit on the higher end properties. Believe that, the area will become increasingly popular with London commuters, and thus will not be serving the needs of Oxfordshire employees and families. Another major factor to consider is the impact that these plans will have on the roads and traffic. Do not believe that there is a sound plan for how our roads would cope with this enormous increased pressure. The restrictions of a railway bridge, canal bridge, and adjacent properties on the A44 would make it extremely unlikely that sufficient adaptations could be feasible or affordable. Current commute to Cowley is already significantly delayed, mainly due to the build up of traffic from Yarnton to the A34 - a situation would be clearly get much worse. Regarding traffic, would also like to object to the plans to close the access from Yarnton to Kidlington (Sandy Lane). This serves as a great alternative to the A44, and allows better access to the resources that Kidlington has to offer.

Changes Sought

Reasons for Participation

For the reasons given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.

Member of the Begbroke and Yarnton Greenbelt (BYG) campaign, and wish for them to represent me in regards to the current Consultation and to speak on my behalf at any Examination in Public (or any other official meeting) in respect of the CDC Consultation on its Proposed Submission Plan. This representation is in addition to the response delegated to BYG.

Proposed Submission Plan - General Comments

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| PR-C-1531 | 10/10/2017 | Paul and Rosemary | Griffiths | | N | N | N | Y |
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4804

Comments

The proposed submission plan is Unsound, Not Positively Prepared, Not Justified and Not Effective for the reasons given in my specific objections below

1. The proposal has been overtaken by events on a national scale. The whole basis on which the figures for Oxford's unmet housing needs and Cherwell's own needs have been calculated is rendered inappropriate by revised Government figures to be applied from 31st March 2018. These figures substantially reduce the amount of housing needed in Oxford (by 40%), thus hugely reducing the unmet need which might be met by neighbouring authorities, including Cherwell District Council. This reduction together with the reduction of Cherwell's own allocation (by 33%) means that the zones already allocated for housing within the Cherwell District Council will largely, if not entirely, meet this new reduced requirement without any need to sacrifice valuable Green Belt land such as that proposed around Yarnton & Begbroke.
2. No exceptional reason has been demonstrated for building on the Green Belt. There is no coherent argument why Green Belt land needs to be sacrificed for this additional housing. Every indication is given that this land has been chosen simply because of its proximity to Oxford. The whole purpose of Green Belt land is to prevent urban sprawl onto agricultural and forestry land around urban centres. As Oxford expands, the preservation of all existing Green Belt land, especially that closest to Oxford, is essential.
3. The proposed development is unlikely to impact on Oxford's unmet housing need. Electing to develop land around Kidlington, Yarnton and Begbroke will provide housing very conveniently close to the new Oxford Parkway railway station with its fast rail services to London. It is very likely that an appreciable amount of this housing will therefore be occupied by people commuting to London rather than by those working in Oxford and for whom the development is ostensibly being provided. Estate agents locally are already proudly boasting that housing in Kidlington and Yarnton is much in demand by such commuters to London with consequent increases in house prices. Houses on these proposed developments are therefore likely to be out of reach of a large proportion of those working in Oxford where the principal labour markets are education and health services which can not offer salaries to compete with those paid in the finance sector and the professions in London. If extra housing is really to service Oxford's unmet need, then it should be provided in locations where there is less easy access to commuting routes to London (for example West of Oxford) and certainly not so close to a fast rail link.

Changes Sought

Reasons for Participation

I would like Begbroke and Yarnton Green Belt Campaign to represent me at the Examination.

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|------------------|------------|-------|--------|--|--|--|---|---|
| PR-C-1532 | 09/10/2017 | Helen | Broxap | | | | N | N |
|------------------|------------|-------|--------|--|--|--|---|---|

4809

Comments

Have great pride living in a beautiful village like Kidlington. I love the access to green spaces and the community spirit of small place like we currently have. I think the extra houses would change the place in a hugely negative way. There would be far too much pressure on the current amenities including medical practices, schools, shops and transport. You would be destroying wildlife habitats that are so valued by the residents and would change the entire nature of the place to a small town or suburb of Oxford, which I'm sure all the residents would object to. We didn't choose to live in a larger town and I think the results of this development would be hugely detrimental and has been badly thought through. I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given in my specific objections above. Please reconsider for the sake of us all.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|---------|--------------------------------------------------------|---|---|---|---|
| PR-C-1537 | 10/10/2017 | Helen | Hartley | Nexus Planning on behalf of Hollins Strategic Land LLP | N | N | N | Y |
|------------------|------------|-------|---------|--------------------------------------------------------|---|---|---|---|

4826

Comments

Effective and Deliverable

10. Table 4 of the Proposed Submission Plan set out the Council's intention to accommodate the entire requirement across eight strategic sites in the south of the district around Kidlington. All but two of these sites are larger than 400 dwellings, with the largest being 1,950 dwellings (Land East of the A44, Begbroke). Whilst there are advantages to strategic allocations, they typically require the provision of more strategic infrastructure to support their delivery. By way of example, Policy PR6a of the Proposed Submission Plan requires the allocation of Land East of Oxford Road, North of Oxford to include the provision of a primary school and a local centre. The development of Land West of Oxford Road, North of Oxford must not commence before the development of a replacement golf course (Policy PR6b). Development on Land East of the A44, in Begbroke for 1,950 includes the provision of a secondary school to incorporate a four court sports hall, the provision of a primary school and provision of a local centre (Policy PR8). To ensure this infrastructure comes forward, the Proposed Submission Plan requires a Development Brief to be prepared (a lengthy process in itself) jointly between the landowners and the Council in relation to each of the eight sites, before the submission of any planning application. Given these requirements, it is evident the delivery of these strategic sites will be more challenging and subject to much longer lead in times than when compared to the alternative of smaller scale extensions to existing towns and villages. Recent research by Lichfield's 1 found that the average lead in time for sites over 1,500 dwellings from identification to planning approval is around 10 years, plus 1 – 2 years before the first dwelling is even delivered. The complexity of these sites, and the need to allow for 'reasonable lead-in times' is recognised in the agreement between the five Councils of 2021 as a start date for the 5 year monitoring period (paragraph 5.162 of the Proposed Submission Plan). Overall, given the long timescales associated with the delivery of strategic sites, HSL contend the Council should instead be seeking to accommodate a greater portfolio of sites to include smaller and medium sites in the form of extensions to existing towns and villages alongside some strategic sites. This would provide a much greater degree of flexibility in sources of housing land supply and provide more confidence in the strategy as deliverable within the plan period and therefore 'effective' in accordance with paragraph 182 of the Framework. In effect, a dispersal approach would provide certainty in delivery.

Changes Sought

Reasons for Participation

For reasons set out in the comments submitted, HSL are of the view that the Local Plan (Part 1) Partial Review does not address matters which run to the heart of Soundness and request the opportunity to make oral representations to this effect.

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|------------------|------------|-------|---------|--------------------------------------------------------|---|---|---|---|
| PR-C-1537 | 10/10/2017 | Helen | Hartley | Nexus Planning on behalf of Hollins Strategic Land LLP | N | N | N | Y |
|------------------|------------|-------|---------|--------------------------------------------------------|---|---|---|---|

4822

Comments

The Apportionment of Oxfords' Unmet Housing Need. Table 3 of the Proposed Submission Plan sets out how the Oxfordshire Growth Board has established the apportionment of Oxford's unmet housing need for each of the 5 districts in the Housing Market Area (HMA) - Cherwell, Oxford, South Oxfordshire, Vale of White Horse and West Oxfordshire. The Partial Review of the Cherwell Local Plan (Part 1) is being progressed on the basis of an 'agreed' apportionment for Cherwell of 4,400 dwellings. HSL note with some concern however, that South Oxfordshire has not actually agreed to its apportionment as proposed by the Board (4,950 dwellings). Indeed in the Publication Version of its emerging Local Plan (due for consultation in October 2017), South Oxfordshire is committing to meeting only 3,750 dwellings of Oxford's unmet need.

Changes Sought

Reasons for Participation

3. In this context, it may well be that Cherwell is required to accommodate more than 4,400 dwellings through the Partial Review. This needs to be acknowledged by the 5 Council's and the Growth Board before the Partial Review of the Cherwell Local Plan progresses any further.

For reasons set out in the comments submitted, HSL are of the view that the Local Plan (Part 1) Partial Review does not address matters which run to the heart of Soundness and request the opportunity to make oral representations to this effect.

Proposed Submission Plan - General Comments

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|------------------|------------|-------|---------|--------------------------------------------------------|---|---|---|---|
| PR-C-1537 | 10/10/2017 | Helen | Hartley | Nexus Planning on behalf of Hollins Strategic Land LLP | N | N | N | Y |
|------------------|------------|-------|---------|--------------------------------------------------------|---|---|---|---|

4823

Comments

Spatial Strategy for North Oxford, Kidlington and the A44 corridor. The Proposed Submission plan focuses the 4,400 dwelling apportionment entirely within the south of the district – in the area extending north from Oxford to south Kidlington, along the A44 corridor to Yarnton and Begbroke, and up to Woodstock in West Oxfordshire. Hollins Strategic Land (HSL) are seriously concerned that this does not represent the most appropriate, ‘justified’ or ‘effective’ spatial strategy for meeting this need, and that it leads to a Proposed Submission Plan which is not ‘sound’ in accordance with the tests set out in paragraph 182 of the National Planning Policy Framework (‘the NPPF’). In explaining the rationale for the proposed spatial strategy, the Proposed Submission Plan (paragraph xiii.) states the Council are ‘planning for development in the area of the district that has the strongest economic and social relationships with Oxford...’. However, the whole of Cherwell district has a close functional, economic, social and spatial relationship with Oxford. This is the reason it is included within the Oxfordshire HMA, and is being expected to accommodate some of Oxford’s unmet needs. As described in the Oxfordshire Strategy Housing Market Assessment (SHMA) (April 2014, paragraph 1.24), the Oxfordshire HMA reflects the relationships between where people live and work and patterns of movement between homes. Accordingly, HSL contend that it is not necessary to direct the unmet needs towards that part of the district closest to Oxford. Development anywhere in the district would still contribute towards meeting Oxford’s needs, and in HSL’s view, proposing a more balanced spatial distribution of the 4,400 dwellings would result in a more effective, deliverable and justified strategy. The focus on the south of the district also comes at the expense of the Council’s duty to protect the GB, with the proposed strategy necessitating the release of a significant amount of the Oxford GB. Whilst HSL agree with the Council that exceptional circumstances exist to justify the release of some GB land within Cherwell, the majority of the district is in fact not within GB and as such, it is possible to accommodate a proportion of the unmet need elsewhere. National policy is explicit in stating that the Government attaches great importance to GB land (paragraph 79, the NPPF), and that GB should only be altered in exceptional circumstances (paragraph 83, the NPPF). Given the alternative opportunities that exist for directing development on less sensitive land outside of the GB, it therefore seems likely that the Inspector conducting the examination into the Partial Review will consider the amount of GB release the Council are currently considering to be unnecessary and unjustified when compared with the reasonable alternatives that exist, and that therefore the proposed strategy to be unsound with regard to the tests in paragraph 182 of the NPPF. Hollins Strategic Land consider the spatial strategy in the Proposed Submission Plan cannot be considered to be sound in accordance with paragraph 182 of the NPPF as it is not Justified – given the considerable amount of land within Cherwell which is not GB, exceptional circumstances do not exist to justify the amount of GB release proposed. Having reviewed the evidence base, HSL consider the Council have failed to properly and objectively consider ‘reasonable alternatives’ such that the proposed spatial strategy does not represent the most appropriate or justified. Effective – the proposed strategy is over-reliant on a few large scale sites, all within close proximity, coming forward over the plan period. For the reasons set out above, in HSL’s view, it is highly likely these sites will not deliver as anticipated. Accordingly, the Plan as proposed is not deliverable and therefore not effective Consistent with National Policy – as the intended housing distribution does not represent the most sustainable pattern of growth as advocated in the core planning principles set out in paragraph 17 of the NPPF, and fails to protect the GB in accordance with paragraphs 79 and 83, the proposed strategy is not consistent with national policy. The over-reliance on large sites also calls into question the flexibility of the plan and its ability to respond to changes in circumstance, as required by paragraph 14 of the NPPF.

Changes Sought

Reasons for Participation

For reasons set out in the comments submitted, HSL are of the view that the Local Plan (Part 1) Partial Review does not address matters which run to the heart of Soundness and request the opportunity to make oral representations to this effect.

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| PR-C-1538 | 09/10/2017 | Dr Charles | Riddell | | | | | N |
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4830

Comments

Strong and formal objection to the planned development of 4,400 new houses in GB land near the villages of Kidlington and Yarnton. The proposed local plan for Kidlington and Yarnton is unsound on the basis of woefully insufficient infrastructure to cope with such an increase of population and traffic increase, especially in terms of demand for schools, GP surgery patient requirements and a vast increase in traffic both entering and leaving North Oxford, particularly during morning and evening commutes. The congestion will further be exacerbated. This is clear evidence that the proposal is both not positively prepared and also not effective in bringing commuters into the city of Oxford, when there is building space with the city confines. The traffic model on which Cherwell District Council proposes this Local Plan is shockingly flawed in the way that it has statistically manipulated the data it has gathered. Through only making reference to the projected average traffic increase across the day, the Council is deliberately hiding the impact of the vast and ever increasing amount of traffic at the morning and evening peak commuting times, both in entering and leaving Oxford city. This would further exacerbate a gridlock of traffic in the approach roads to both Cutteslowe and Wolvercote roundabouts, as well as endangering the health of residents within these affected areas (a) as a result of the increased pollution, and (b) particularly alarmingly, through increased difficulties faced by emergency ambulances in being blocked by stationary traffic on their routes to and from the JR Hospital. This serves to demonstrate that the proposal is not positively prepared. The Council Local Plan also proposes the development of unjustified housing in Kidlington and Yarnton which would also be very close to the Oxford Parkway Railway station. This would be a very attractive proposition to wealthy London commuters, who would be far more able to afford such houses than local people on whom the local economy and employment depends. This further justifies the total unsuitability for the location of the proposed Local Plan and is not effective (indeed destructive) in enhancing the essence of a local and binding community that Cherwell District Council should encourage and promote. Cherwell District Council is not consistent with national policy, nor its own policy, in its proposed building of homes on preserved GB land. Another point that demonstrates that this plan is not positively prepared and not justified is that on Oxford City Council's own website, there are a total of 65 Pilot Brownfield Sites across the city of Oxford that could be used on which to build houses, instead of needlessly sacrificing the countryside of the GB and the natural habitats and biodiversity that it is there to protect. Oxford City Council must do more to meet its own needs, rather than proposing a plan that is unsound for the surrounding communities and the city of Oxford itself. Also, it is unsound and not justified in relation to the government's own consultation, and not positively prepared in terms of the immense traffic chaos and safety concerns that it would cause residents of Oxford and villages to the north of the city, as well as not effective (indeed damaging) to the coherence of the local community, its economy and well-being.

Changes Sought

Reasons for Participation

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|------------------|------------|-----------|-------|----------------------|--|--|--|--|
| PR-C-1543 | 09/10/2017 | Sir Clive | Booth | Oxford Civic Society | | | | |
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4848

Comments

Oxford Civic Society (OCS) would first like to congratulate Cherwell DC on the professionalism with which the consultation proposals have been prepared and express appreciation of the well-conducted and illustrated public consultation event at Cutteslowe Park which we attended. OCS is pleased to note that Cherwell DC’s proposals in general share much of the logic which we put forward in our response to the previous consultation, although Cherwell have chosen to further erode the ‘Kidlington Gap’ by moving the golf course further north and allocating housing land on both sides of the Oxford-Kidlington Road. One obvious benefit of the latter would be the opportunity to make proper pedestrian and cycle access from the Northern Gateway to Oxford Parkway. On the other hand, the development around Parkway Station would undoubtedly be highly attractive to London commuters, undermining the contribution to Oxford’s unmet housing need, as we pointed out in our last response. The concern in the proposals for preserving the attractions of Cutteslowe Park and expending it are welcome. The proposal for permanent agricultural land to be designated to safeguard the fine views from the park will, we hope, serve to maintain a beautiful public asset, albeit that there can be no permanent guarantee that the land will remain agricultural.

Changes Sought

Reasons for Participation

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| PR-C-1545 | 10/10/2017 | Christopher | Slade | | | | | |
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4851

Comments

I oppose this plan. The GB should be maintained in its current form especially close to North Oxford.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|-------|--|--|--|--|---|
| PR-C-1547 | 10/10/2017 | Annie | Kotak | | | | | N |
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4858

Comments

Noise and Air Pollution: Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads, and the increase of pollution from car fumes will have a detrimental impact on our health, wildlife, & natural environment in the long term. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place.

Changes Sought

Reasons for Participation

Proposed Submission Plan - General Comments

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| PR-C-1547 4859 | 10/10/2017 | Annie | Kotak | | | | | N |
| Comments | | | | | | | | |
| Household waste: Statistics say that the average household in the UK produces more than a tonne of waste each year. With the proposal of 4400 new houses that means over 4400 tonnes of waste will be produced in this area each year. Implore that you carefully consider the long term implications of this. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1547 4860 | 10/10/2017 | Annie | Kotak | | | | | N |
| Comments | | | | | | | | |
| Lack of amenities: Government cuts mean that many local amenities have had to close, and getting a doctor's appointment in both Yarnton and Kidlington practices is at minimum a three week long wait. It is just not feasible to allow the population to grow to this scale in this location. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1547 4861 | 10/10/2017 | Annie | Kotak | | | | | N |
| Comments | | | | | | | | |
| Believe it is our duty to take into account the natural wildlife, countryside beauty, environment around us and preserve it for future generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| A more sensible plan is to recycle, reuse and renew existing buildings to create new, environmentally efficient homes to meet the demand. | | | | | | | | |
| PR-C-1547 4857 | 10/10/2017 | Annie | Kotak | | | | | N |
| Comments | | | | | | | | |
| Impact on wildlife: we need to protect them now more than ever before as their natural environment is reduced more and more every day. We often see deer in the fields. There are already many animals killed by cars on the road between Yarnton and Oxford, more cars and houses means less land for the local wildlife. Should this proposal go through we would have effectively gone back on our word to protect this land we allocated as Green Belt, and simultaneously, destroyed their natural habitat. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1548 4865 | 10/10/2017 | Naresh | Kotak | | | | | N |
| Comments | | | | | | | | |
| Impact on wildlife: we need to protect them now more than ever before as their natural environment is reduced more and more every day. We often see deer in the fields. There are already many animals killed by cars on the road between Yarnton and Oxford, more cars and houses means less land for the local wildlife. Should this proposal go through we would have effectively gone back on our word to protect this land we allocated as Green Belt, and simultaneously, destroyed their natural habitat. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1548 4877 | 10/10/2017 | Naresh | Kotak | | | | | N |
| Comments | | | | | | | | |
| Believe it is our duty to take into account the natural wildlife, countryside beauty, environment around us and preserve it for future generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| A more sensible plan is to recycle, reuse and renew existing buildings to create new, environmentally efficient homes to meet the demand. | | | | | | | | |
| PR-C-1548 4873 | 10/10/2017 | Naresh | Kotak | | | | | N |
| Comments | | | | | | | | |
| Impact on wildlife: we need to protect them now more than ever before as their natural environment is reduced more and more every day. We often see deer in the fields. There are already many animals killed by cars on the road between Yarnton and Oxford, more cars and houses means less land for the local wildlife. Should this proposal go through we would have effectively gone back on our word to protect this land we allocated as Green Belt, and simultaneously, destroyed their natural habitat. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1548 4874 | 10/10/2017 | Naresh | Kotak | | | | | N |
| Comments | | | | | | | | |
| Noise and Air Pollution: Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads, and the increase of pollution from car fumes will have a detrimental impact on our health, wildlife, & natural environment in the long term. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1548 | 10/10/2017 | Naresh | Kotak | | | | | N |
| 4866 | Comments | | | | | | | |
| Noise and Air Pollution: Traffic congestion and air pollution will undoubtedly worsen due to thousands more vehicles on our roads, and the increase of pollution from car fumes will have a detrimental impact on our health, wildlife, & natural environment in the long term. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, and over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic and road works will add to this chaos for years while the development takes place. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1548 | 10/10/2017 | Naresh | Kotak | | | | | N |
| 4868 | Comments | | | | | | | |
| Lack of amenities: Government cuts mean that many local amenities have had to close, and getting a doctor's appointment in both Yarnton and Kidlington practices is at minimum a three week long wait. It is just not feasible to allow the population to grow to this scale in this location. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1548 | 10/10/2017 | Naresh | Kotak | | | | | N |
| 4875 | Comments | | | | | | | |
| Household waste: Statistics say that the average household in the UK produces more than a tonne of waste each year. With the proposal of 4400 new houses that means over 4400 tonnes of waste will be produced in this area each year. Implore that you carefully consider the long term implications of this. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1548 | 10/10/2017 | Naresh | Kotak | | | | | N |
| 4869 | Comments | | | | | | | |
| Believe it is our duty to take into account the natural wildlife, countryside beauty, environment around us and preserve it for future generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| A more sensible plan is to recycle, reuse and renew existing buildings to create new, environmentally efficient homes to meet the demand. | | | | | | | | |
| PR-C-1549 | 10/10/2017 | Bella | Kotak | | | | | N |
| 5109 | Comments | | | | | | | |
| Impact on natural wildlife - We need to protect them now more than ever as their natural environment is reduced more & more every day. We often see deer in the fields. There are already many animals killed by cars on the road between Yarnton & Oxford. More cars & houses means less land for the wildlife. Should this proposal go through we would have effectively gone back on our word to protect this land we allocated as Green Belt, & simultaneously, destroyed their natural habitat. Noise & Air Pollution - We will have increased pollution from car fumes. This will have a detrimental impact on our health, wildlife, & natural environment in the long term. Traffic congestion & air pollution will undoubtedly worsen with thousands more vehicles on our roads. This is in addition to the extra traffic from the 22,000 houses already approved elsewhere in the District by Cherwell, & over 10,000 more houses to be built in the other Districts just for Oxford overspill. Construction traffic & road works will add to this chaos for years while the development takes place. Household waste. Statistics say that the average household in the UK produces more than a tonne of waste each year. With 4400 new houses that means over 4400 Tonnes of waste will be produced in this area each year. I implore that you carefully consider the long term implications of this. It is our duty to take into account the natural wildlife, countryside beauty & environment around us & preserve it for future generations. We cannot allow vast developments like this to go through, negatively impacting our countryside & ultimately, ours & our children's lives. A more sensible plan is to recycle, reuse & renew existing buildings to create new, environmentally efficient homes to meet the demand. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1550 | 10/10/2017 | Jane | Olds | Launton Parish Council | | | | Y |
| 4879 | Comments | | | | | | | |
| Launton Parish Council has discussed the response to the Local Plan Part 1 Partial Review of Oxford's Unmet Housing need and agrees with the District Council's reasons for restricting the housing development to Areas A and B. The infrastructure needed for the development and for Oxford is also more appropriate for these areas. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1551 | 09/10/2017 | C W | Hodgkins | | | | | |
| 4880 | Comments | | | | | | | |
| Cherwell District Council is right to exclude this site from any development at this present time or any development in the future. It is important GB land and GB status should be protected and preserved as stated in the Conservative manifesto. The Moors Road can stand any further development - it was never built to take the volume of traffic it is taking at present, let alone in the future. The fields behind the Moors play a very important part for the village and the people of Kidlington as it provides them with some of the best wild life for miles around where with deer and monk jacks; I have great crested newts in my garden. If this land is developed then Kidlington as a village will disappear and will just become an urban metropolis. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1554 | 10/10/2017 | Frances | Bower | | | | | |
| 4884 | Comments | | | | | | | |
| As a North Oxford resident and Council Tax payer, I wish to object very strongly to the proposals to build on Green Belt land to the north of the city, around Yarnton, Begbroke, Woodstock and Kidlington. The need for housing to be built on Green Belt is not at all proven, especially in view of the recently revised figures for the need for growth. There are plenty of brownfield sites which should be used and building on the Green Belt is a betrayal of current citizens and future generations, in terms of physical and mental wellbeing. These plans will increase traffic and pollution significantly. They will also cause irreparable destruction of wildlife habitat. Please ensure that the protests of local citizens are heeded and Green Belt land protected, as that was the whole point of Green belt in the first place. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1555 | 10/10/2017 | Nigel | Payne | | | | |
| 4885 | Comments | | | | | | |
| Object to the proposed construction of houses in the green belt adjacent to Kidlington and Yarnton. The continued erosion of green belt will eventually result in vast urban sprawls covering much of southern England, which is what green belt is supposed to prevent. It will result in the destruction of one of the most important factors in what makes a pleasant place to live. Add to this the increase in traffic on already congested roads, plus pressures on services and the whole plan should be rejected. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1556 | 09/10/2017 | Matthew | Brack | | | | |
| 4886 | Comments | | | | | | |
| Question the logic behind the proposals and not convinced the Council will be able to deliver on its objectives. The main justification for the proposals is to meet the housing needs of Oxford but the housing numbers should be reviewed following recent Government recommendations of 762 houses for the Cherwell area until 20126. Another objective is to provide affordable housing and jobs (paragraph 4.1). Unless you plan to de-value current home-owners' properties, the jobs you create will need to have significant salaries to make the properties affordable. How will you encourage such employment opportunities into the city? Also concerned about the sustainability of the plan, with the additional traffic that will inevitably be created and the effect of air quality. Any traffic plan should include 24-hour access to Thornhill Park & Ride for daily commuters to London. If congestion increases between Kidlington and Thornhill, this will significantly reduce residents' quality of life. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1557 | 10/10/2017 | Robin | Sloan | | | | |
| 4887 | Comments | | | | | | |
| Is more profoundly affected than most of your own residents. 1. Any development on Green Belt requires a test of exceptional circumstances to be met. This is not the same thing as arguing that a certain piece of Green Belt is already somewhat degraded and therefore the "cost" of their loss is not so great. It is the responsibility of the council to explain what those exceptional circumstances are. Don't think the council has figured out what the exceptional circumstance is. Certainly it has not been conveyed to residents .2. There have been several cases where development of office etc. spaces have been urged because of the need for employment space in Oxford to meet the needs of the resident population. Northern Gateway fell into that category. In this case, residential development is being urged to provide housing for people employed in Oxford. This is a tautological excuse and a fundamentally flawed and weak basis for planning. No effort has been made to resolve this tautology.Understand that actually the truth is the national economic development need is for areas like Oxford (and Cambridge, and London for example) to expand because they are so successful. But this is a different point and don't think that it is forming part of the planning discussion. Instead the plan relies on a tautology. The council should be clear to the residents.3. The proposed residential developments are wonderfully close to Oxford Parkway. As a result it is blindingly obvious that they will substantially be bought up (and / or rented) by Londoners who move out to Oxford and or residents of Oxford who are working in London for the wonderful location within an easy commute. Therefore the idea of providing housing for Oxford workers (flawed as it is because of the inherent tautology) is also fundamentally flawed in that it has no hope of achieving that dubious aim. If you want residential development to serve the local community it has to be located away from the magnet of the London commuter station.Therefore the development (if any were necessary) for Oxford workers should be located well away from a London commuter line station.4. The impact of this and other neighbouring proposed developments (Northern Gateway, Oxford council 's proposed neighbouring developments, South Oxfordshire council, Barton) on the levels of traffic congestion will be cumulatively enormous. As noted by the Oxford Times recently, the Wolvercote & Cutteslowe roundabout "improvements" have had little impact and do not justify / permit any increase in traffic. The level of traffic on Banbury Road has grown Significantly and is at or above capacity for much of the day all week. At the very least the proposed link Road from A40 on the west of A34 flyover to Freizeyway ought to be a precondition for anydevelopment (including Northern Gateway).5. The proposal to develop the golf course and move it across the road is completely absurd. The course performs a perfectly good job as a green belt barrier where it is and as anyone with experience of golf courses will know you can't simply move it and plonk it on a field. It depends on natural features such as quirky lie of the land, mature trees and water courses. Otherwise it's as much fun as a driving range and of little value to a club. In fact the rich farm soil of the land to the East of Banbury Road is probably particularly unsuitable - golf courses generally are best on marginal land such as heaths and sand dunes.If you remove North Oxford Golf course it will simply disappear - unless you endow it with an enormous fund to create something out of completely unpromising material.6. A more general point:- the gap between Oxford and Kidlington could be maintained north of the A34 but in that case it is a very small gap indeed on the Banbury Road and of no scenic value. We would be losing what is an absolutely enchanting view of Water Eaton and Wood Eaton and the lovely walks around the area. This is one of the most beautiful and historic parts surrounding Oxford - it should be protected at all costs for the benefit of the communities of Kidlington, Oxford and indeed the region as a whole. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1558 | 09/10/2017 | Helen | Newman | | N | N | N |
| 4889 | Comments | | | | | | |
| The 'green corridor' that runs between the proposed new development and Begbroke almost exactly mirrors the area identified as having a high risk of flooding on the Government's long term flood risk map. This is a high risk area even when there are open fields to absorb water. If the open fields are built on this will significantly increase the risk of flooding to properties in Fernhill Road which back onto Rowel Brook, particularly the properties at the far end where the land is low lying. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1559 | 09/10/2017 | Edith | Sim | | | | |
| 4891 | Comments | | | | | | |
| "Objections to the whole "Land Grab" between Oxford and Kidlington1 The land being claimed for housing development is all in the Green Belt. Filling in the green belt between Oxfordand Kidlington is a ribbon development and will result in Kidlington being absorbed into Oxford. Leaving a derisorysmall gap between the two settlements is a cynical gesture.2 The land area being "grabbed" is much too large for the number of houses proposed, suggesting that many largedetached houses will eventually be built. This is not what is required by local young people who hope to beemployed in the Oxford area.3 Recent recalculation of housing need in the UK has shown that the calculation of number of houses planned in thisapplication is much too high.4 Houses in the area around Oxford Parkway Station are likely to be bought largely by London commuters, not bypeople who plan to work in the local area. This will not satisfy local housing needs, and will push up prices. Thereason for the housing that has been stated is to provide housing for people who are low paid and work in Oxford -this is not likely to happen and so the main reason for the housing is not likely to be met through this development5 Predicted house prices in the new Barton development near Oxford seem to be inflated by at least 50% aboveprices of existing comparable housing in the area. Artificial price inflation will result in any "low cost housing" beinginflated in price also, so there will eventually be very little "low cost housing" suitable for essential workers in theOxford area.6. Local traffic around the south end of Kidlington and around Oxford Parkway Station is already very heavy, andthere are very long delays in the morning rush hour. Very substantial re-planning of traffic flow would be required toaccommodate cars from hundreds of new homes. Substantial land would have to be set aside for bus and cyclelanes and the local rail station car park would have to be greatly enlarged. This would contribute to the ugliness ofthe ribbon development, and use up valuable agricultural Green Belt land." | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - General Comments

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| PR-C-1560 | 09/10/2017 | Aubrey | King | | N | N | N |
| 4897 | Comments | | | | | | |
| <p>The GB serves to maintain the identity of settlements by preventing urban sprawl & merging of towns & villages. Without the GB Oxford city will expand without control consuming villages like Wolvercote, Yarnton, Begbroke, Kidlington & Woodstock. The villages will coalesce into single settlements rather than each being distinct & surrounded by or part of the GB. There is a 'Kidlington Gap' defined by GB east of Oxford/Banbury Rd & site 107 (OCC) and NOGC. Refers to & lists the 5 purposes of GB. CDC's plans will do exactly what the GB is designed to prevent, an urban conurbation from Oxford to Kidlington & beyond to Woodstock. CDC are not proposing to build on GB but to remove large areas of it, in order to enable developers to build on the land as they might on non GB land. Removing GB can only be undertaken through revision of the LP & only justifiable by demonstration of exceptional circumstances. We do not believe that CDC have demonstrated sufficient exceptional circumstances to justify removal of the GB & especially not the particular GB site proposed.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1562 | 09/10/2017 | Catherine | Morrison | | N | N | N |
| 4899 | Comments | | | | | | |
| <p>Consider the proposed submission plans put forward by Cherwell District Council to be Unsound, Not Positively Prepared, Not Justified and Not Effective. The title "Oxfords Unmet Housing Need" says it all. This isn't about Gosford, Water Eaton, Kidlington, Yarnton and Begbroke or even Cherwell District at all but solely for Oxfords City Councils benefit and those constituents you represent feel extremely let down by Cherwell Council. NONE of the reasons put forward by Cherwell or Oxford CC are believed by the majority of people living in these areas. There is NO guarantee that ANY of the homes would go to even Oxford people, let alone local people. It is a fact that house builders advertise any new homes in this area in London. It is perfectly obvious to everyone, including the Councillors of Cherwell that once ANY part of the Green Belt around Kidlington and district is built on, it will be the thin edge of the wedge. There will be no holding Oxford City Council back from further incursions onto Cherwell land and is amazed that Cherwell Council cannot see what will be on the horizon in that event. Oxford will lay claim to ALL the Kidlington area, with the loss of council revenues, etcetera to Cherwell DC. Object in the strongest terms to ANY of the proposals put forward in this plan but most especially to PR7a as this is the last barrier between Gosford/Water Eaton and North Oxford. Cherwell District Council are allowing Oxford City to ride roughshod over them and us, when Cherwell should be representing the people who elected them and pay their Council Tax. They should not be kowtowing to Oxford City, who we all know could well find housing spaces within the City boundaries if they so wished but, lets face it, it suits them very well to shove their problem onto Kidlington and District and they are doing so with the help of OUR OWN COUNCIL. Shame on you!</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1563 | 10/10/2017 | Ken | Pelton | | | | |
| 5111 | Comments | | | | | | |
| <p>There is no provision of safe cycling routes for Islip or Noke. This doesn't deter keen cyclists but won't create many converts to cycling & no parent would let their child cycle on these roads. There is the possibility of creating direct cycle routes from both villages across agricultural land (or alongside the railway) to Oxford. These would be shorter & much safer than the existing routes and do much to encourage cycling from these villages. Unlike other communities, Noke has no public transport. Noke residents thus have no choice other than to use their cars or risk their lives cycling. Noke residents therefore deserve special consideration before any building takes place or any other measures which could increase danger & congestion on the B4027 or the Woodeaton- Marston road. Much of the transport strategy seems to depend on buses. These will inevitably be diesel powered (unless Cherwell insists upon electric) at a time when there are increasing concerns about the health impact of dieselparticulates Cherwell along with OCC & Oxford City should consider much more positive measures to encourage electric vehicle use & thus cut air pollution. Free parking & the use of bus lanes for such vehicles would make a significant difference. Oxford does not seem to have given serious consideration to a congestion charge. Such road pricing is the logical solution to congestion problems. Road space is allocated to those most willing to pay for it, rather than by rationing. There is a boost to the public purse, enormous savings in man hours & journey times & improvements to public health & pollution. The London congestion charge appears to work reasonably well. On the whole traffic moves in the congestion zone rather than being gridlocked and the scheme probably now commands public support. Oxford is ideal territory for a tram or rapid transit system, which it had in Victorian times only to be put out of business by the future Lord Nuffield . Two arterial routes running North South (from Kidlington) & East West would go a long way to actually solving Oxford's congestion and pollution problems."</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1563 | 10/10/2017 | Ken | Pelton | | | | |
| 4900 | Comments | | | | | | |
| <p>Doesn't agree with the figures for Oxford's unmet housing need. There is no definition for unmet need. Kidlington has a population of some 14,000. The addition of 4,400 homes represents an increase in this figure of some 60% over a short period of time. This is hardly sustainable development. It is inconsistent that CDC is planning to sacrifice major portions of the GB in and around Kidlington whilst at the same time refusing small sustainable developments in villages such as Noke & Islip on the grounds of development in the GB. Such developments are essential to maintain the viability of these communities & to sustain local services & amenities. Much of the proposed housing is likely to be acquired by commuters to London rather than working locally. The existing transport infrastructure in & around Kidlington is already grossly inadequate before any of the houses associated with either Oxford's or Cherwell's housing plans are built. There are long traffic tailbacks driving into Oxford along all the major access routes every morning & the A34 is often at a standstill between Peartree & the M40 at any time of day. Has CDC calculated the cost in terms of lost man hours , pollution & human health of this existing congestion? Cherwell should ensure that OCC & the highways authorities solve the existing congestion problems BEFORE allowing any additional housing to be built. If further housing is to be built the transport infrastructure should be put in FIRST. None of the changes in the infrastructure Schedule (Appendix 4) are described as short term & many are described as long term (probably shorthand for being most unlikely to ever happen). Has CDC considered & quantified the impact & cost (time, pollution, heath) upon traffic flows through Islip on the B4027 & through Woodeaton to join the Oxford ring road at Marston? Many of the additional car journeys created by additional housing will inevitably either try to use the B4027 as an easier route to the A40 & M40 Junction 8 or to access Oxford via Woodeaton & Marston. The B4027 is already quite inappropriate for the traffic it currently carries through Islip & further South through Forest Hill. It is already hazardous & sometimes quite difficult to exit from Noke in the mornings because of an unbroken stream of 50mph (or more) southbound traffic approaching over the crest of a hill. There are long tailbacks every morning along the Woodeaton-Marston road often as far back as Sescut farm. The various transport measures aimed at improving provision for cyclist are welcome but risk being half hearted. The existing cycleways are poorly maintained (Road towards Woodstock, Marston Ferry road in Oxford) & whilst cycle ways often provide an efficient & relatively safe way of moving between major intersections, cyclists are usually left to take their lives into their own hands or encounter long delays at intersections (e.g.. Peartree, A40/Woodstock Road, A40 /Banbury Road, Sainsbury roundabout in Kidlington). Trying to reallocate existing road space between buses, cars and cycles in essentially a zero sum game. An improvement for one mode of transport will come at a cost to one or both the other modes. What is needed is more or wider roads & the opportunity should be taken to purchase additional land to make this provision wherever possible.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1565 | 09/10/2017 | Anthony | Morris | | | | |
| 4902 | Comments | | | | | | |
| <p>Objection to the proposed submission plan and consider that the GB in Kidlington should be left intact, as should the "Kidlington Gap". Also, the housing shortage you claim you want to solve could better be accommodated by Oxford, by using land slated for business for housing instead, and by using sustainable, not GB, land.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - General Comments

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| PR-C-1567 | 09/10/2017 | Dr Gillian | Pink | | | | | |
| 4908 | Comments | | | | | | | |
| Concerned about the proposed new house building between Cutteslowe Park & Oxford Parkway Rail Station, & on the current golf course site. Obviously it is easy for local residents to prefer that building take place anywhere but in their area, but it does seem that situating new houses so close to the new rail link to London particularly invites commuters to seek to buy in the area. Also the obvious blight that such building would impose on a rural setting. In particular the fields to the north of Cutteslowe Park, St Frideswide Farm, & the footpath over to Water Eaton. I understand that serious efforts have not been made to address the housing shortage by transforming currently unused centrally located land designated for businesses, into residential properties. It does seem that any housing being built for the use of Oxford residents should be located in places where they are not attractive to commuters. Thank you for taking people's concerns into consideration in this matter. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1568 | 09/10/2017 | Gail | Morris | | | | | |
| 4909 | Comments | | | | | | | |
| Please find attached objections to proposed plans for Yarnton & Begbroke. N.b. there were no attachments | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1571 | 25/09/2017 | Gareth J | Miller | | | | | |
| 4912 | Comments | | | | | | | |
| I object to the proposals set forth in the Draft Plan & fully concur with the arguments made by CPRE. It is vital to conserve the village nature of Yarnton & Begbroke & to preserve the GB to the north of Oxford. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1573 | 09/10/2017 | Ruth | Davies | | N | N | N | Y - Beg |
| 4914 | Comments | | | | | | | |
| Objects to the planning proposals because: The plan to use GB for the development is not consistent with NP on the use of GB. I feel that the GB should be protected as it was originally intended, & that brown field sites should be fully utilised before GB is considered. The current proposal is to assist with the needs of Oxford. I think that Oxford has not sufficiently utilised all its own options before encroaching on the GB of the north of the county. Oxford could have & can still employ a higher density strategy in city areas, using the brown fields, having conversion from low rise to higher rise housing etc. A lot of the new plans are to support the university's plans for expansion & housing of staff. They could instead start a campus & associated resources in the north of England where there is empty housing & low employment. Oxford GB should be used before our GB in the solving of Oxford's problems. I have serious concerns about the loss of GB & the environment. Once it is gone, we will lose all sorts of good things: our ecology needs protecting, the plant life, the wildlife & the soil itself. In addition the current public transport supporting Begbroke is insufficient. No number 7 or number 500 bus coming here, & a cut to the S3 in recent weeks. How will sufficient transport networks & other infrastructure be made available when the current situation is not adequate. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign, which I additionally support & adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound & should therefore NOT be submitted for Inspection. | | | | Begbroke & Yarnton Green Belt Campaign to represent. | | | | |
| PR-C-1574 | 09/10/2017 | Fay | Luteijn | | | | | |
| 4915 | Comments | | | | | | | |
| Strongly opposes the LP which encroaches on the forever shrinking GB for the following reasons: 1. Oxford is in dire need of social & low cost housing. It loses some of the best brains & talents in the country as they either can't afford to move to Oxford or can't afford to stay there. Yet the houses planned, I believe a one bedroom flat is to be priced in the region of £300,000, are likely to be bought by people working in London who want to move to the country & will commute. This in no way helps to deal with Oxford's housing problem & only serves to line the pockets of the Colleges, whose land it is, & the developers. 2. The surrounding roads are already often at stand still in morning & evening rush hour as well as in term time when the same applies to morning & afternoon school traffic. The added traffic from the new development can only make the even problem worse. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1575 | 09/10/2017 | Simon | Head | | | | | |
| 4916 | Comments | | | | | | | |
| Stop Oxford Sprawl. With the number of employment opportunities we have nationally, particularly centred on certain areas in the country, it is obvious that this nation has a huge commercial impact on the World economy. It is my personal experience that our country excels in detailed engineering & computing. E.g.. most F1 Teams are based in England, including Mercedes F1 in Brackley -current World Champions. We also design an awful lot of spacecraft & computing technology. There is a need to reduce the North/South employment divide. Therefore the Govt. should look at the Country as a whole & redevelop the areas that have 'brownfield' sites e.g.. most pit towns, & try to get technology firms to move/expand to these areas. The long term result being that migration will occur toward these more prosperous areas & some excellent education will also grow. This needs to be a long term plan & promise to the nation that will encourage these now unloved areas to become prosperous again in a different industry. It ought to be remembered that it is people that form a successful company not it's location. People can be educated therefore becoming more suited to available employment. It is my belief that green areas help to keep this world's atmosphere more tolerable to life forms so are extremely important & we should never approve destruction of green spaces. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1577 | 09/10/2017 | Jane | Irving | | N | N | N | |
| 4918 | Comments | | | | | | | |
| The consultation document paras 3.6 and 3.7 state that the project team met from January 2015 to September 2016 to progress projects including an understanding of Oxford's unmet housing need, resulting in a decision on apportionment on 26 September 2016. The recent re-evaluation of Oxford's unmet housing need in August/Sept 2017 means that the decision referenced in para 3.7 is irrational, as are the housing proposals by the council based on that apportionment. This means the plan is not sound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1580 | 09/10/2017 | Janet and Tim | Stott | | | | | N |
| 4926 | Comments | | | | | | | |
| Oxford's Local Plan has not yet been prepared so Cherwell's allocation of homes is premature and is not an appropriate strategy and is unjustified. We consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given in our specific objections. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1581 | 24/09/2017 | Dr Ratna | Thakar | | | | | |
| 4927 | Comments | | | | | | | |
| Raise concerns with regards to the current proposed development plans. I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons in my specific objections. I strongly object to these proposals and ask that the plans be rejected. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1583 | 01/10/2017 | Daniel | Walrond | | | | | N |
| 4941 | Comments | | | | | | | |
| Very glad of extension to the consultation period, the original window was totally inadequate. Strongly object to proposed plans of building on the Green Belt between Oxford, Kidlington and Yarnton. This is a clear removal of the separation between then and will most certainly lead to both Kidlington and Yarnton becoming Oxford. This is exactly why Green Belts were created and the proposed plans are an unjustified use of Green Belt land which is not consistent with National Policy. One of the stated motivations of this proposed plan is for use of Oxford housing overspill, yet Oxford City has consistently failed to develop land for meeting its housing needs. There is so much land within the Oxford City ring road that has not been developed, especially brown field sites. Much of the housing needs in the area are for jobs within Oxford City. Huge numbers of people commute into Oxford to meet the demand of jobs. Yet housing has failed to keep pace. Housing should first be developed closer to where people work, which would be consistent with meeting emission targets set out by central Government. Thus these proposed plans are ineffective because Oxford City has failed to develop within the ring road. Believe that the District Council plans are inaccurate and have been prepared in such a way to present a biased view. Question the consultation process because it has been such a short period as if to get these plans passed without local residents noticing. Also because Cherwell District Council are not taking this consultation seriously - concern drawn from attending a Public Meeting on 21st September in which Cllr Barry Wood failed to answer questions. These plans should be rejected. Also deeply concerned to hear Cllr Barry Wood give such negative (and unprofessional) references to lawyers and implied that he and the Council are being forced into allowing developers to build in wholly inappropriate ways that will have a negative impact on Kidlington and Yarnton. projected growth and requirements for housing in the Cherwell District Council proposed plan should be reviewed given that revised figures are soon to be updated. It would be prudent to do so regardless of my objections outlined in this letter. The housing in these plans do not appear to be suitable for sustaining the affordability for local people and people on lower paid but essential jobs for Oxford's infrastructure are unable to live in the locality. Yet the plans appear to be targeting larger four to five bedroom houses at low density to supply demand for London based commuters. This is not a local plan for a local city, it is to supply demand for people to work in London and live some where less urban, whilst ruining vital Green Belt land between Oxford and Kidlington. The levels of congestion in Kidlington is very high and I do not believe it is correctly represented in the proposed plan. Considering that the road network is not able to cope with the level of traffic today and the proposed plans do not give any solid plans for improvement. Nor that recent "improvements" to Cutteslowe and Wolvercote roundabouts have had any impact on this. The plan is not positively prepared because it fails to provide the necessary infrastructure. Also the council has failed to show competence in addressing the existing problems in the area with recent road works, which further discredits the proposal plan. Strongly object to the proposed plans. With so much documentation to digest the District Council is failing to allow fair time to review them. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1594 | 29/09/2017 | Mrs S D and Mr P L | Stock | | | | | |
| 4975 | Comments | | | | | | | |
| Please preserve this site in the Green Belt thereby preventing urban sprawl. Green belt must be protected and preserved, preventing loss of landscape and the wonderful rural views which are so loved and appreciated, especially towards the older part of the village. Development as suggested would undoubtedly exacerbate flood risk, also extra traffic increase on already very busy roads, for vulnerable children and families. The fields are so important to village residents who thoroughly enjoy the abundance of the wildlife we have there and I give thanks each day for the opportunity to walk in them? Do not want the development to take place, and wish this land to be left as a permanent green space. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1596 | 14/09/2017 | Teresa | Goss | Adderbury Parish Council | | | | |
| 4977 | Comments | | | | | | | |
| While Oxford City and its surrounding areas have benefited from the five purposes of the Green Belt, it is equally clear that many villages in North Oxfordshire have suffered a corresponding detriment with the pressure for housing development beyond the Oxford Green Belt. In particular villages like Adderbury and Bodicote (in particular with the Longford Park development); loss of green fields on the edges of many North Oxfordshire villages (witness Adderbury, Bloxham & Bodicote to mention only three in proximity) and the setting and special character of historic villages spoiled by large urbanising housing estates on their perimeters (witness Adderbury, Bloxham & Bodicote). Adderbury Parish Council (APC) greatly welcomes the proposal to carry out a relatively minor adjustment to the Oxford Green Belt and not to seek to impose yet more housing towards the north of the Cherwell District. APC supports the proposals for housing development close to Oxford City and in the parishes of Kidlington, Begbroke, Thrupp and Woodstock. APC agrees with CDC that this is most sustainable in order to provide for residents who will work in Oxford and the industries situated near Oxford. The Begbroke Science Park demonstrates the ability of Oxford University to "leap" the ring road and to promote the science economy while the proximity of the airport at Langford Lane presents a golden opportunity for further economic development in the fields of science, technology and academic research. The new railway station at Oxford Parkway and the proposal for a further railstation at the Begbroke Science Park make for easy travel to Oxford and other destinations while established bus routes also support Oxford City's policy of reducing reliance on the private car. While the proposals include the loss of green fields that will undoubtedly provoke much local unhappiness, there are proposals for their replacement with what appears to be a well-balanced proposal (witness the "moving" of the North Oxford Golf Course to land at Frieze Farm). APC notes with some concern that South Oxfordshire District Council has not agreed its allocation of housing and is concerned that equity demands all councils around the Oxford Green Belt need to work together to meet the needs of Oxford's flourishing science and academic economy. In particular, the area around Grenoble Road is well suited to the sort of Green Belt adjustments proposed in this Cherwell plan and demands urgent attention. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1596 | 14/09/2017 | Teresa | Goss | Adderbury Parish Council | | | | |
| 5400 | Comments | | | | | | | |
| Adderbury Parish Council strongly objects to Taylor Wimpey suggesting that building 250 houses on Milton Road, Bloxham, will address the issue of Oxford's Unmet housing need. However, Adderbury Parish Council has been very clear that it agrees with CDC's proposals that Oxford's unmet need should be met within easy reach of Oxford (for sustainability as new residents will work in Oxford) and a suitable area can be found. The Parish Council agrees with a change in the Green belt to enable some housing in that area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - General Comments

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| PR-C-1597 4978 | 13/09/2017 | Charles | Cottrell-Dormer | | | | |
| Comments | | | | | | | |
| Land to the south of Steeple Aston called the old allotments is included in the Local Plan as a settlement area. It can never be developed as it is in the view of Rousham House and Gardens and should therefore be excluded. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1602 4983 | 06/10/2017 | Mark | Rowan-Hull | | | | N |
| Comments | | | | | | | |
| Understand the well established and developing argument for a need for housing (thought question the statistics as there seems to be no explanation offered within the document) the need is most certainly within the City of Oxford, which as stated in this proposal is not coping with its need. Unfair that the University and City Council are trying to put pressure on all surrounding areas and on Cherwell in an attempt to cover up their own short sightedness and failings. As a family we are involved in preserving wildlife in Begbroke, looking after woodland taking great lengths (both financially and via employment) to reinstate the natural surrounding landscape. This document and the previous one show this as duplicitous and contradictory to these assertions and actions. Therefore questioning the motives for countenancing even the possibility for this development around Begbroke Science Park, changing the precious infrastructure for generations to come, and suggest that motive is financial gain rather than unmet housing need. "Affordable housing" itself currently a term in question, as the wider economic landscape renders the term redundant. Proposals in this plan are mistaken and would completely undermine the natural beauty and fabric of the area (documented in the Domesday Book). It places great strain and unnecessary pressures on its infrastructure, biodiversity and its unrivalled, unfettered views across ancient ridge and furrow land surrounding Begbroke Wood (which I am responsible for) containing beautiful rare untouched meadowland with hedges and streams for a huge variety of animals and wildlife, enjoyed by many local walkers. With regard to Begbroke being fully connected to Oxford, the cycle path from Begbroke to Oxford is woefully inadequate and dangerous, involving crossing the A34 (one of the most dangerous roads in the country). Even if it were to be updated, Begbroke is 8 miles from the centre of Oxford and travelling in each morning is extremely difficult. At present, the cycle path is largely unused. The A44 is Jammed each and every morning suggesting overwhelmingly that the area is not coping with traffic. Development of the scale suggested would place an even greater burden on what is already a great problem. Begbroke itself offers the first area outside of Oxford of complete protected GB. To develop on this land would set an unprecedented danger to the character of the landscape in such close proximity to Oxford. This beautiful, special and unique place should be vehemently protected. There is no other place like it and this is the wrong place to consider developing. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1610 5063 | 15/07/2017 | Janice | Ure | | | | |
| Comments | | | | | | | |
| Thousands of houses planned, therefore cars for Yarnton, Begbroke & Kidlington & yet you don't keep the roads in good repair now, so what is going to happen to them when extra traffic is here? | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1615 5568 | 10/10/2017 | Victoria | Carruthers | | | | |
| Comments | | | | | | | |
| Urban sprawl - The identified parcels of land between Cutteslowe and Oxford Parkway station would effectively serve to connect Oxford and Kidlington as one. Does Kidlington want to join Oxford? The current plan would obliterate the distinction between Oxford and Kidlington. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1615 5569 | 10/10/2017 | Victoria | Carruthers | | | | |
| Comments | | | | | | | |
| Wildlife and nature - Plenty of valued wildlife and plants occupying the identified parcels of green belt will be driven out or will die; walks and views and the ability to spend time in 'green spaces' will be lost. These natural advantages that have drawn residents toward Kidlington and Gosford, and are so important to the physical and mental health of all those who make use of them will be no longer available. How will this affect the wellbeing of our residents? | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1616 5572 | 10/10/2017 | Clare | Boddington | | | | N |
| Comments | | | | | | | |
| Concerned that the views of existing residents are not being properly considered and that the consultation process is just for show. At a very well attended meeting in Kidlington in September, Barry Wood gave the impression that not much could be done to stop the plans being approved in full. Hope the concerns of the people of North Oxford will be carefully considered before a development of this scale is given the go ahead as it will change our communities and Oxford beyond all recognition. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1623 5547 | 09/10/2017 | Jane, Elizabeth and Kate | Rendle | | | | N |
| Comments | | | | | | | |
| We object to Policy PR11 on infrastructure because it only sets out "an approach". It is wishful thinking. No costs are shown and in most cases no source of funding is identified. There are no projects to improve the already congested highway network for private vehicles and no indication of how it will cope with the additional vehicles owned by the occupiers of these new houses and the other developments planned for the area. The plan is not positively prepared because it is out of scale, not useful for the area and does not provide for necessary affordable infrastructure. We also strongly support Cherwell's rejection of previous sites considered for development such as The Moors area of Kidlington for the aforementioned reasons. We trust that Cherwell District Council will abide by its responsibilities to its residents, heed these objections, not accede to Oxford City Council, and use them as sound justification for rejecting the proposed development plans. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - General Comments

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| PR-C-1629 | 03/08/2017 | A | Ioannides | | | | |
| 5542 | Comments | | | | | | |
| <p>Strongly opposes your proposal for building 2,480 houses on the Green Belt around Yarnton and Begbroke. It seems that the CDC (from their comments) have already decided that this plan will go ahead. So this is hardly a consultation. More like a box-ticking exercise. The excuse that you have no choice but to agree to demands from Oxford City, highlights your failure to represent your voters, and to do the job you have been elected to do. There are so many flaws in the proposed planning, is hardly strategic, more like the quick patch option that benefits mostly the land owners, the builders and the councils but not the environment or the residents, old and new. None of the infrastructure steps proposed are binding or are substantial enough to cope with the number of houses involved, the increase in car traffic and pollution, medical care, flood prevention or policing. And infrastructure should come before any development (if it is strategic) not after. Most of the promises will disappear once the profits have been materialised. If you really believe that this plan will solve the Oxford housing problem, then maybe you can explain how you will stop the thousands of people exiting London from moving here and commuting, possibly by car every day. With regards to the location chosen, your own figures show that the housing problem is mainly for people working in Cowley and Headington, so choosing to build houses in the opposite part of Oxford to these locations does not make sense. If you destroy this valuable and critical Green Belt (according to your latest report) you deserve to go down in History for making Oxfordshire a worse place to live for generations to come. Hopes, somehow that common sense prevails.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1631 | 05/10/2017 | Martin | Palmer | | | | |
| 4988 | Comments | | | | | | |
| <p>Sirs, I am writing to express deep concern over the plans to build over 4,000 homes around Kidlington and Yarnton. I think the plans are flawed on several counts, but mainly in the lack of supporting infrastructure. Kidlington is already a traffic pinch point, and this will make it substantially worse. Also massive pressure on Doctors, Dentists, Schools. Finally, we should protect the green belt. Once its gone its gone forever.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1633 | 12/10/2017 | Ismail | Mohammed | Buckinghamshire County Council | | | |
| 4991 | Comments | | | | | | |
| <p>Thank you for your emailed notification of the consultation on the partial review of the Cherwell Local Plan Part 1. Buckinghamshire County Council (BCC) is grateful for the opportunity to contribute to shaping the emerging Local Plan for Cherwell. BCC acknowledges the importance of a plan-led approach to managing housing growth and development across Cherwell District. BCC can confirm that there are no significant strategic issues arising between our two authorities. As neighbouring authorities, the focus of our review on the Cherwell Local Plan Part 1 was in relation to potential cross boundary impacts on education and transport. Our education team confirmed that there are no significant cross border movements in terms of education, so the local plan housing proposals will have little impact on education provision in Buckinghamshire. Similarly, due to the location of new development proposed in Cherwell Partial Review Proposed Submission Plan, BCC does not consider there to be significant strategic transport issues impacting on Buckinghamshire. However as the County Highways Authority, BCC are involved in the emerging discussions on the Oxford to Cambridge corridor and would support all future joint working between our authorities on the impacts of cross regional growth. Please continue to notify the County of any future consultations on the Local Plan.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1636 | 11/10/2017 | Steve | McCurdy | | | | |
| 4994 | Comments | | | | | | |
| <p>We are deeply unhappy with the proposals from Oxford City Council to develop Oxford in such a way that there will be a need for so many more houses to be built around the city on green belt land. Infinite economic growth cannot be master. You cannot be slaves to developers simply because they have deep pockets. Do what is right and not what is expedient. I wish to add to my earlier contribution to this consultation by saying how disappointed I am to learn of the Council's response to residents at the Kidlington meeting at the end of last month. It really is not good enough to say that developer's pockets are deep and that boxes have been ticked. That is a pretty spineless response to such genuine and strongly held concerns as expressed at the meeting.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1640 | 26/12/2017 | Qiujuan | Yuan | | | | N |
| 5657 | Comments | | | | | | |
| <p>I object most strongly to the Plan's disregard for National Planning requirements on sustainability. All documents in the Evidence Base support the conclusion that Oxford City's housing problem is one of affordability, not availability. The proposed additional construction in Cherwell cannot be supported by the demographic and economic projections in the Evidence Base. It would therefore promote unsustainable commuting patterns as new residents would be working further afield, for e.g. in London and Birmingham. It would promote unsustainable demographic expansion, increase congestion and pollution and undermine Cherwell's ability to comply with NPPF sustainability requirements. The Plan is therefore unsound.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1641 | 27/10/2017 | J | Dear | | | | N |
| 5653 | Comments | | | | | | |
| <p>We are concerned about: 1) Oxford sprawling and losing its identity. 2) Infrastructure – traffic is already very bad. 3) These houses being bought up by commuters rather than having locally affordable housing.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-1642 | 08/10/2017 | Richard | Bamprey | | | | N |
| 5649 | Comments | | | | | | |
| <p>I believe there has been a lack of consideration of brownfield sites and this neglect has been due to cost. Green areas are vital and irreplaceable. Please reconsider.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - General Comments

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| PR-C-1644 | 11/10/2017 | Kate | Berney | | | | | | N |
| 5644 | Comments | | | | | | | | |
| Especially object to Green Belt land being used and there being entirely too little infrastructure in place, proposed or possible for the proposed developments. Further, the number of houses required has not been confirmed nor has there been an adequate assessment of what Oxford City and the University can do to meet its own housing needs. Kidlington would come to a standstill. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1645 | 11/10/2017 | A M | Foley | | | | | | N |
| 5640 | Comments | | | | | | | | |
| Whilst we (my husband and I, and our two adult children) agree there is a shortage of housing in the Oxford are a, particularly affordable social housing, we are totally opposed to building on designated Green Belt land when alternatives have not been fully investigated and the proposed 4,400 new houses exceeds the targets set by the Government. We are also concerned that the current infrastructure (roads, schools, GP surgeries and other public services) will be unable to cope. Another concern is the potential increase in pollution from the additional traffic on our roads. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1646 | 11/10/2017 | R | Hopcroft | | | | | | N |
| 5635 | Comments | | | | | | | | |
| Kidlington is a village not an expansion of Oxford. We do not need jobs and housing to support that. We need proper family homes and not flats or affordable houses, without going into a lengthy response on many topics (Immigration being one). These polices have to stop. If the housing requirements are needed for the country then move it all up north where they are crying out for this type of infrastructure. Totally object to all! | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1647 | 11/10/2017 | Mrs | Fowler | | | | | | N |
| 5631 | Comments | | | | | | | | |
| It is completely unacceptable to wan t to build more than 4,400 in an area already over built, with no provision for health care, social care, school and Transport. The traffic is horrendous at the best of time so having more people on the road is clearly going to make things worse! It takes 4 weeks to have a routine appointment at the GP, so how much longer will it take where there are around 10,000 more people living around – What about the oversubscribed schools! These plans are not thought through carefully enough and should not go ahead. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1649 | 11/10/2017 | B | Scattergood | | | | | | |
| 5620 | Comments | | | | | | | | |
| I totally object to houses being built on green belt land. I have lived here for the past 44 years and didn't expect this to happen in Kidlington. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Other Comments

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| PR-C-0136 | 03/10/2017 | Anthony | Gladstone | | | | | | |
| 1520 | Comments | | | | | | | | |
| Strongly applaud decision that land behind The Moors in Kidlington is unsuitable for development. Local infrastructure cannot bear much more, the road already has speed bumps and narrow sections that hold up traffic, the foul drain where Church St meets The Moors already needs frequent attention. GB is there to prevent urban sprawl which in this case helps provide a very congenial area for recreation for locals and visitors. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0229 | 24/08/2017 | Alys | Thomas | Cushman & Wakefield on behalf of Royal Mail Group | | | | | |
| 792 | Comments | | | | | | | | |
| The protection of existing operations and amenity is a crucial issue for Royal Mail, particularly where there is potential for sanctions to be placed upon them when uses of a sensitive nature are introduced in close proximity to existing properties. For example, due to the nature of their delivery requirements and targets, Delivery Offices are operating early mornings and often late evenings, generating large volumes of vehicular movements and associated mail sorting and loading activity, all of which result in noise, light and other associated impacts that are not expected to be experienced in a residential environment. The issue of neighbouring land uses and their compatibility, including potential environmental / amenity impacts, is therefore fundamental to Royal Mail where Local Planning Authorities are assessing the suitability of future land use allocations and development sites. This particular issue is clearly recognised within the National Planning Policy Framework (NPPF) at paragraphs 123 and 109. These paragraphs support the protection of existing businesses and their operations, and paragraph 123 in particular states that planning policies and decisions should aim to recognise that existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established. Since noise is inevitable from normal Delivery Office activities, Royal Mail has concerns about the juxtaposition of residential uses adjacent to an operational site, which could potentially lead to noise impact and complaints. The consequences of any noise-related complaints by neighbouring residents can be costly or disruptive for Royal Mail. We respectfully request that the Council places great emphasis on these issues when reviewing any future proposed allocations and sites located near Royal Mail assets referred to earlier in this correspondence. Royal Mail would welcome further engagement with the Council, particularly with regard to the expected significant growth within Cherwell over the plan period and beyond and the potential impact on their future operations within the area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Other Comments

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| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y |
| 5576 | <p>Comments</p> <p>Prepared on behalf of the Oxfordshire Growth Board, of which CDC is a member, to review 36 different spatial options for accommodating Oxford's future unmet housing need. It is noteworthy that this language highlights a future unmet need and raises the question as to why Oxford City Council is not prioritising housing-led developments within the city boundaries (see response to exceptional circumstances 1 & 2). The note was updated to include refined housing number trajectories through until 2031 and a 30 minute travel time accessibility calculations for jobs in Oxford. As detailed in Table 2-1 of PR15, a total of seven sites were examined within the Cherwell district. By good fortune, six of these sites encompass Policy Sites PR6a to PR10 inclusive with the one exception being Shipton quarry. This allows a direct comparison to be made against subsequent RAG assessments made in the Transport Assessment (Evidence document PR52). Conclusions for the sites in Cherwell in the high-level Transport provided. There are also inaccuracies within PR15 related to the Cherwell sites being given incorrect ratings: The Land East of Yarnton is described as being able to access 97,550 jobs in Oxford within 30 minutes; in contrast two adjacent sites at Begbroke and Land West of Yarnton are only able to access 6,057 and 10,746 jobs respectively. This means Land East of Yarnton should have received an amber rating rather than the green rating it was apportioned. Land north of Oxford was given a green rating for proximity to future transport investment needed for other strategic developments. This should be rated amber as the rapid transit is unfunded and this would be consistent with the rating for the Land SE of Kidlington.</p> <p>Changes Sought</p> <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |
| PR-C-0335 | 25/09/2017 | Dr Shamim | Rahman | | | | | N |
| 971 | <p>Comments</p> <p>Believes that approx. 4000 homes means on average an 15,000 more residents in the area. Currently the local GP practices are struggling to provide appointments for the excising population. Further increase in population will make this an safety issue. Understands that plans will be to recruit more GP's and provide more facilities, but there is an serious problem in recruiting more GPs, which is likely to get worse! Suggestions: 1. A formal plan that is sustainable and not simply "planned" to provide GP & community healthcare availability for old and new residents. 2. Reduce the number of houses to be built and re-distribute to other areas of Oxfordshire to allow fairer distribution to allow local resources to cope.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0354 | 15/08/2017 | Maura | Cordell | | | | | |
| 989 | <p>Comments</p> <p>Object to the building work will cause lots of congestion with many trucks and diggers coming into the area, this will of course cause a great deal of noise and discomfort for residents close to the planned development sites.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0404 | 04/10/2017 | Dr Hilary | Maddicott | | | | | |
| 2343 | <p>Comments</p> <p>Strongly support Cherwell DC's decision not to include land behind the Moors (Options sites PR14 and PR27) in the Plan. The site is most historically important and should be protected. Exceptional circumstances needs to be demonstrated to release the site from the Green Belt. The sites constitute a landscape of the last remaining unspoilt corner of Kidlington with wide views across fields to the old village, the heart of the conservation area with its landmark St. Mary's steeple and many other listed buildings. Footpaths on the fields are much used by local walkers. The sites are also a haven for wildlife. Lack of appropriate access. The nearby North Kidlington Primary School also adds to the congestion at school peak times. The sites mostly able to absorb rain water and preventing flooding. Development will lead o the run off of more water from the area.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
| 1100 | <p>Comments</p> <p>Much of the land proposed to be allocated to meet Oxford's unmet need is not located close to existing service centres. As a result new service centres are proposed to be created under the allocation policies for Begbroke (policy PR8) and land east of Oxford Road (policy PR6a). The effect of this is that these new developments will not be served by or support the important Kidlington Village Centre. This would conflict with the aspiration of the Cherwell Local Plan 2011- 2031 Part 1 policy Kidlington 2, which is entitled 'Strengthening Kidlington Village Centre,' which states that it is proposed in part 2 of the Local Plan to expand the geographical area defined as Kidlington Village Centre, with the aim of supporting the viability and vitality of the existing village centre and encouraging economic activity. This is also the aspiration of the adopted Kidlington Masterplan, Theme 3 of which is 'Strengthening Kidlington Village Centre,' with the objective being: 'To strengthen the Village Centre, increasing its mix of uses and vitality and its attractiveness to local residents, employees and visitors as a place to shop, work and spend leisure time during the day and evening.' None of the proposed allocations to meet Oxford's unmet need, which amount to a total of 4,400 dwellings, would help to achieve this objective, however, as they are all located well away from Kidlington Village Centre, with the most significant amounts of development being allocated on the northern edge of Oxford; and at Begbroke and Yarnton.</p> <p>Changes Sought</p> <p>Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.</p> <p>Reasons for Participation</p> <p>J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argumentis strongly made for the removal of this site from the Green Belt and its allocation for housingdevelopment, which would help to address Oxford's unmet need.</p> | | | | | | | |

Proposed Submission Plan - Other Comments

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| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
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1104

Comments

Appendix 4 of the council's HEELA states that the site (HEELA168) 'is considered to be unsuitable for development as the site is an important open space within the Church St Conservation Area & provides a rural setting for the church and its environment.' While it is accepted that this is the case with the outer fields which are not proposed for development, it is not the case with the inner field, which is screened by a continuous thick hedgerow on its eastern boundary. Aspect's comments on the potential impact on the Conservation Area are contained in paragraph 3.7 of the Landscape & Visual Appraisal of Land at Webb's Way (January 2017), where they state that: 'It is considered however that, on the ground, the south western part of the site is not readily perceived and does not appear to contribute to the setting of the Conservation Area, particularly when compared to the more open network of fields to the north east which are publicly accessible and from which views towards the church are available. This part of the site does not appear to be related to the listed buildings or the setting of the Church or Mill End. It is acknowledged that the proposals will change the character of the site, however, various post-war residential developments to the south east and north west of the site, immediately adjacent to the Conservation Area and the listed buildings of Mill Street have been integrated without harm to the setting of these buildings or the wider designation. It is considered that a sensitively designed development can be integrated without compromising the perceived landscape setting of the listed buildings or Conservation Area.'

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argument is strongly made for the removal of this site from the Green Belt and its allocation for housing development, which would help to address Oxford's unmet need.

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| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
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1101

Comments

In order to increase footfall to Kidlington Village Centre it is important that some of this development is located much closer to the village centre. One such site is the J A Pye (Oxford) Ltd land at Webb's Way (as indicated on the attached Site Location Plan L02) and there are also other potential sites that could be allocated, as indicated in the council's HEELA and Green Belt Study. Allocating the land at Webb's Way would also enable a significant contribution to be made towards providing green infrastructure in the area in accordance with proposed policy PR5, which requires development proposals meeting Oxford's unmet need to show how multi-functioning Green Infrastructure can be provided including the restoration or re-creation of habitats; biodiversity enhancements; informal and public open space and movement corridors. The Landscape & Visual Appraisal (January 2017) carried out by Aspect, which is submitted with these representations, indicates that the south western part of the site is well contained, being adjoined by residential development on three sides and a hedgerow on the other and has the capacity to accommodate sensitively designed residential development. The north eastern part of the site is more open and this part of the site would be a suitable location for landscaped public open space and wildlife habitats.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argument is strongly made for the removal of this site from the Green Belt and its allocation for housing development, which would help to address Oxford's unmet need.

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| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
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1105

Comments

It is not considered therefore that the impact on the Conservation Area is a valid one for rejecting allocation of the Webb's Way site. The Council acknowledges that the Webb's Way site is located in a suitable location to accommodate Oxford's unmet need and has good access to services and facilities in Kidlington. Although the Webb's Way site is a relatively small site, it is important to allocate a mix of housing sites, as smaller sites have the benefit of enabling development to come forward at an early stage in the plan period as significant infrastructure provision would not be required, thereby enabling an early contribution towards meeting Oxford's unmet housing need. In addition, the impact of developing a small site adjoining the existing settlement of Kidlington would have a much smaller impact on the purposes of the Green Belt than the large areas which it is proposed to allocate under policies PR6a and PR6b, which are located in a critical location in the Kidlington Gap as set out in the accompanying Green Belt representations. It is therefore considered that the failure to allocate land at Webb's Way, Kidlington does not represent the most appropriate strategy when considered against the reasonable alternatives and the plan is therefore unsound in this respect.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argument is strongly made for the removal of this site from the Green Belt and its allocation for housing development, which would help to address Oxford's unmet need.

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| PR-C-0440 | 28/09/2017 | Mrs Maureen | Morris | | | | | |
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1118

Comments

Strongly supports decision not to include The Moors for development.

Changes Sought

Reasons for Participation

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| PR-C-0441 | 08/10/2017 | Stephen & Amanda | Ward | | | | | |
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1119

Comments

Strongly supports the decision not to include the land behind The Moors in Kidlington (sites PR14 and PR27). Kidlington's schools and doctors surgery are already running at almost full capacity, and would not be able to manage with a major increase in the local population that this development would produce. Concerned for some time that this site may be developed. It is an area of great beauty and interest. One of our biggest concerns is the proposed entrance site being sited opposite Benmead Road. This is already a very busy junction with school traffic and young and older pedestrians. The additional traffic would pose a risk of vehicle accidents as well as risk of harm to pedestrians. A further concern would be the existing drainage system in the area as it is already at near maximum capacity as the fields behind the Moors flood regularly. This is a beautiful part of the village and we strongly object to any further attempts to be developed in any way.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Other Comments

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|------------------|------------|---------|----------------|----------------------------------------------|---|---|---|---|
| PR-C-0448 | 09/10/2017 | Suzanne | Wilson-Higgins | Lion Hudson IP Limited (Jordan Hill, Oxford) | Y | Y | N | Y |
|------------------|------------|---------|----------------|----------------------------------------------|---|---|---|---|

1128

Comments

Process: First I would like to comment on this form and the procedure which is unbelievably convoluted and not conclusive to democratic consultation about planning and development. As a councillor of the Gosford & Water Eaton Parish Council we had to employ a professional planning consultant to complete our response at considerable expense to document our collective and detailed response. Most objecting citizens would not be able to use this document format with convoluted references to a complex document. Very disappointing. General comment on PR-38 Greenbelt development: This plan crushes Oxford's northern GREEN BELT and in summary represents unreasonable overdevelopment to our parish - Gosford & Water Eaton - which is chopped-up into artificial sections by the document so that the unreasonable number of houses proposed for the Gosford and Water Eaton parish is camouflaged. At last count over 3000 homes were being proposed when all sites in the parish are added up. Our parish is erroneously referred to as either Kidlington OR North Oxford throughout your document which may be indicative of the political agenda to change the boundaries and conflate parishes but that is by no means a forgone conclusion! Very misleading and very disappointing. The plan creates an overdeveloped, unsightly, commuter community to London while destroying the recreational lungs of Oxford which the green belt provides for the benefit of residents in Oxford, Gosford & Water Eaton and Kidlington. In this personal submission I wish to concentrate on two specific aspects of the proposal and make practical positive proposals: (a) Site reference PR38 - North Oxford triangle in which my home and my neighbour's barns are situated bang in the middle (on the Oxford Road); and (b) Site reference PR 39 - Frieze Farm, Woodstock Road. Environmental impact horrendous: The Oxford Road cannot possibly absorb the volume of traffic that would be generated by development of approximately 1000 homes on each side of the road and the additional pollution generated by traffic would undermine the sustainability plan intentions. At last count there were over 2000 homes proposed to be built either side of my home which essentially destroys the GREEN BELT area where I have lived for 27 years. I heard a planning officer indicate that the housing density will be particularly high because of proximity to Oxford Parkways station/the Water Eaton Park & Ride. This is of particular concern as I believe locating many houses adjacent to the station will simply be used by London commuters and in fact drive UP the housing prices and in turn actually undermine the "Oxford's Unmet Housing Needs" purpose of the whole plan!

Changes Sought

1. More Parking given to the reservation placed on the fields adjacent to the Water Eaton Park & Ride, it is assumed that the car park will be extended alongside the railway line & gravel works. Go ahead and extend the car park which encourages more people across the county to use the Oxford Parkway train station to London. 2. Leave the golf course where it is. So many established and preservation order covered trees should remain, 140 years of local tradition and use, why disrupt a well maintained landscape only to relocate the golf course a few kilometres north. The infrastructure cannot cope as it is. 3. Develop PR39 Frieze Farm. Over 1000 houses could easily be built on site PR39 Frieze Farm where the owners actually want development, it is adjacent to a dual carriageway which has the scope for proper feeder lanes, bike lanes and pedestrian walkways. 4. Leave the Green belt between the farm track to Water Eaton Manor and the Park & Ride. Who an earth wants to live adjacent or under electricity pylons and within earshot of gravel works that are active from 5am - 11pm and passing trains. 5. Allow Christ Church to develop around St Frideswide Farm. That is a natural extension of current development, sewer infrastructure which would have to be put in place and is completely absent north of Jordan Hill/Cutteslowe.

Reasons for Participation

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| PR-C-0468 | 08/10/2017 | Anthony | Cooper | | | | | |
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1144

Comments

Strong objection to any direct or back-door attempt by any developer to develop the land behind The Moors; specifically sites PR14 and PR27, currently excluded from the Unmet Housing Needs Plan and to argue that these areas should not be reassessed for development in the future. The proposed access is opposite Benmead Road which already suffers from congestion during daytime due to vehicles parked on both sides of the road. Benmead Road also provides access to a primary school and nursery. Local children will be at increased safety risk from the inevitable increased traffic flow resulting from further development in The Moors. The build site area is adjacent to areas of high flooding risk and as such will increase the risk of flooding to existing properties in the area and potentially cause flooding in those not currently subjected to it. The village is already struggling with infrastructure such as long delays to access health services, excess traffic through the village, pressure to develop vital retail areas (e.g. Co-op site) into residential use, inability of grown-up local residents to get onto the housing ladder etc.

Changes Sought

Reasons for Participation

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|------------------|------------|--------|---------|--|--|--|--|--|
| PR-C-0477 | 04/10/2017 | Martin | Canning | | | | | |
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1162

Comments

Strongly supports the decision of Cherwell District Council that the land represented on Sites PR14 & 27 is not suitable for development. The fields west of the burial ground behind the Moors flood regularly and any development is certain to exacerbate the tendency to flooding. There would be a large increase of traffic on a narrow road which is already busy and subject to traffic calming. The fields are an important and well used resource for residents and visitors, providing much needed green space on this side of the village. The sites are in the Green Belt development which would cause damage to the surrounding countryside and loss of habitat for many species of wildlife including Short Eared Owls and Great Crested Newts.

Changes Sought

Reasons for Participation

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| PR-C-0488 | 06/10/2017 | John | Pilgrim | | | | | |
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1173

Comments

Strong support is given to Cherwell District Council's decision not to include green belt land behind The Moors (PR14, PR27) for development in their proposed submission plan to meet Oxford's perceived unmet housing needs based on inaccurate SHMA data. The Green belt must be preserved to prevent urban sprawl and the green belt status should be protected and preserved as stated in the Conservative Government's manifesto. PR14 and PR27 are located in the green belt, they are made up of ancient water meadows with a rich and diverse wildlife and flora. There are important populations of reptiles and amphibians, birds and insects including Short Eared Owls and Great Crested Newts. Skylarks nest in the fields in these areas every year and the skylark and other species are fully protected under the Wildlife and Countryside Act 1981.

Changes Sought

Reasons for Participation

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|------------------|------------|------|---------|--|--|--|--|--|
| PR-C-0488 | 06/10/2017 | John | Pilgrim | | | | | |
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1174

Comments

The decision to exclude this site is also important because building on this green belt land would have a significant and damaging impact on the setting of the Grade 1 Listed St Mary the Virgin Church and the many listed properties in the conservation area. Within this general area there are 34 listed buildings, a scheduled monument and five conservation areas including Thrupp Cross (monument) and The Old Priest House (grade 2 listed building next to the church.) There is a serious risk of flooding in the adjacent Conservation area if the land should ever be developed in the future. There are existing drainage problems in Church Street due to damaged and inadequate Victorian drains. The Council's exclusion of this site recognises that there is inadequate local infrastructure to support development of this scale. There would be a detrimental impact on existing roads and services especially surface and foul drainage provision. One of the most important reasons for the Council rejecting and excluding this site and one with which I fully agree is that these fields are an important amenity for local residents and visitors. This land should be treated as a permanent local green space, essential in the well being and mental health of the inhabitants.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Other Comments

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|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|
| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1398

Comments

Regarding Legal and procedural compliance of the consultation we are not qualified to comment and have no financial capacity to employ professional advice. However the nature of the process and return forms demand that we have to make serious representations to defend our interests, in a complex and detailed way that does not seem reasonable to 'laymen'-are we thus being fairly consulted on the plan?

Changes Sought

Reasons for Participation

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|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|
| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1394

Comments

Regarding Legal and procedural compliance of the consultation we are not qualified to comment and have no financial capacity to employ professional advice. However the nature of the process and return forms demand that we have to make serious representations to defend our interests, in a complex and detailed way that does not seem reasonable to 'laymen'-are we thus being fairly consulted on the plan?

Changes Sought

Reasons for Participation

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|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|
| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1395

Comments

In respect of Duty to Co-operate, our question is whereas the districts have clearly committed to contributing to a solution to Oxford's housing need, has the city really exhausted all possibilities to meet it's own needs? After all the best place for housing for the City is in the City-that possibility should be re-examined

Changes Sought

Reasons for Participation

Regarding the Duty To Co-operate, we think the plan consultation should be delayed while that duty is discharged in respect of: - basic re-evaluation of the assumption that other communities and their GBs should be decimated to accommodate the city's needs. - re-assessment of housing needs across Oxfordshire and the south east. -requirement for Oxford City to fundamentally review their housing estimates.

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1397

Comments

As a small Parish, directly adjacent to the Kidlington/Yarnton/Begbroke area, we have major concerns about the submission plan in general: -about the scale of the development proposed. -a lack of confidence that local infrastructure (particularly in respect of transport systems which are already creaking under current load) will be built to match the development. -lack of detail about how social/affordable housing will be guaranteed to be built to meet the alleged housing need in Oxford for key workers. -concern that housing in the area will just become a dormitory for London Commuters using Oxford Parkway. - lack of confidence that Housing need across the City and Districts is accurately estimated in the plan.

Changes Sought

Reasons for Participation

The plan is not justified or effective and should be reviewed as follows:
 -the assumption that communities in the Kidlington/Yarnton/Begbroke area should be sacrificed and their green belt destroyed to accommodate Oxford.
 -further consideration of outlying areas should be considered to dilute and disperse the scale of the development allied to developing transport infrastructure for those areas
 -more detail needed to demonstrate that existing and new transport infrastructure will accommodate the development and will be in place on a timely basis before development is completed
 -more detail on how new social/affordable housing can be reserved for the need of Oxford's key workers

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1399

Comments

In respect of Duty to Co-operate, our question is whereas the districts have clearly committed to contributing to a solution to Oxford's housing need, has the city really exhausted all possibilities to meet it's own needs? After all the best place for housing for the City is in the City-that possibility should be re-examined

Changes Sought

Reasons for Participation

Regarding the Duty To Co-operate, we think the plan consultation should be delayed while that duty is discharged in respect of: - basic re-evaluation of the assumption that other communities and their GBs should be decimated to accommodate the city's needs. - re-assessment of housing needs across Oxfordshire and the south east. -requirement for Oxford City to fundamentally review their housing estimates.

Proposed Submission Plan - Other Comments

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|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|
| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1396

Comments

We do not support the vision contained within the plan document: - as it sacrifices local communities and their GB to accommodate the needs of Oxford city, without concern for the wishes of those communities. -by definition the development is to provide commuting homes for Oxford, no consideration is given to how that creates balance and sustainable communities in the villages affected. - we do not accept that development of this scale can be sympathetic to the historic context of the villages or their environment.-clearly development of this scale needs strong connections and transport infrastructure if it is to serve Oxford Commuters but that assumes the basic vision that the village should be sacrificed to help Oxford is accepted which it is not. Also the document does not give enough detail or commitment to developing already overwhelmed transport systems to accommodate this flawed vision. - we accept that development should be well connected to Oxford, if it is to serve the city, but do not accept that proximity is the only factor. Accordingly, investment in transport infrastructure can serve more outlying communities as well as those in the Kidlington/Yarnton/Begbroke area. - we do not believe the vision explains how social/affordable housing for lower paid, key workers for Oxford city will be delivered and reserved for those workers. - we envisage development of this scale will result in unforeseen transport consequences for our Parish, with increased 'rat running' in both directions through Hampton Poyle, worsening an existing congestion/speeding issue. We cannot therefore see how this adds to our Health and Well being.

Changes Sought

The plan is not justified or effective and should be reviewed as follows: - the assumption that communities in the Kidlington/Yarnton/Begbroke area should be sacrificed and their green belt destroyed to accommodate Oxford. - further consideration of outlying areas should be considered to dilute and disperse the scale of the development allied to developing transport infrastructure for those areas. - more detail needed to demonstrate that existing and new transport infrastructure will accommodate the development and will be in place on a timely basis before development is completed. - more detail on how new social/affordable housing can be reserved for the need of Oxford's key workers.

Reasons for Participation

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1413

Comments

As a small Parish, directly adjacent to the Kidlington/Yarnton/Begbroke area, we have major concerns about the submission plan in general: -about the scale of the development proposed. -a lack of confidence that local infrastructure (particularly in respect of transport systems which are already creaking under current load) will be built to match the development. -lack of detail about how social/affordable housing will be guaranteed to be built to meet the alleged housing need in Oxford for key workers. -concern that housing in the area will just become a dormitory for London Commuters using Oxford Parkway. - lack of confidence that Housing need across the City and Districts is accurately estimated in the plan.

Changes Sought

The plan is not justified or effective and should be reviewed as follows:
 -the assumption that communities in the Kidlington/Yarnton/Begbroke area should be sacrificed and their green belt destroyed to accommodate Oxford.
 -further consideration of outlying areas should be considered to dilute and disperse the scale of the development allied to developing transport infrastructure for those areas
 -more detail needed to demonstrate that existing and new transport infrastructure will accommodate the development and will be in place on a timely basis before development is completed
 -more detail on how new social/affordable housing can be reserved for the need of Oxford's key workers

Reasons for Participation

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1401

Comments

As a small Parish, directly adjacent to the Kidlington/Yarnton/Begbroke area, we have major concerns about the submission plan in general: -about the scale of the development proposed. -a lack of confidence that local infrastructure (particularly in respect of transport systems which are already creaking under current load) will be built to match the development. -lack of detail about how social/affordable housing will be guaranteed to be built to meet the alleged housing need in Oxford for key workers. -concern that housing in the area will just become a dormitory for London Commuters using Oxford Parkway. - lack of confidence that Housing need across the City and Districts is accurately estimated in the plan.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Other Comments

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|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|
| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1412

Comments

Regarding page 14 of the summary booklet , we do not support the proposals outlined within the plan document for a number of reasons: Policy PR1 is flawed as it implicitly accepts without question the requirement to deliver these houses. However, the use of the term "sustainable development" is frustrating as there is no clear evidence that these developments will meet any nationally acceptable sustainability criteria. Policy PR3 is flawed as it sets out to allow for exceptional changes to the GB. 3. Most of the proposals violate a key GB purpose. On page 2, the second of these is stated to be 'to prevent neighbouring towns merging into one another'. Several of the sites, if developed, would directly contravene this purpose. Policy PR4a is somewhat bizarre. It is clearly a requirement that the proposed development should require the delivery of affordable and sustainable transportation into Oxford. However, those of us who have lived in villages and towns north of Oxford for tens of years see no evidence yet of any such delivery. Surely it should be incumbent on the Council to demonstrate its ability to provide a better system to fit current needs prior to promising a wonderful and untested and, as yet, unplanned system that will support the requirements after the new houses have been built. Policy PR5. The phrase to deliver "a consolidated and integrated approach to green infrastructure" is a wonderful but tenuous ambition. Please see below but we do not believe that CDC see this as a key aim and we find it hard to see how it will be achieved under the current proposals. In addition we note: Every proposal claims that 50% of the houses will be affordable. Experience elsewhere suggests that developers will undermine that proportion at every opportunity, to make more profit from their developments. I see no evidence that the Council will be able to enforce that proportion rigorously. Every proposal claims to involve net biodiversity gains. Across the eight sites this hardly seems credible. In every case building, often to quite high densities, will take place on open land, so notwithstanding the assumptions made as to biodiversity, it is hard to believe that there will be a net improvement at every site. Most of the proposals violate a key GB purpose. On page 2 of the Summary Booklet, the second of these is stated to be 'to prevent neighbouring towns merging into one another'. Several of the sites, if developed, would directly contravene this purpose. We note that the general arguments in relation to the various sites could apply equally, if not better, to building within Oxford.

Changes Sought

The plan is not justified or effective and should be reviewed as follows:
 -the assumption that communities in the Kidlington/Yarnton/Begbroke area should be sacrificed and their green belt destroyed to accommodate Oxford.
 -further consideration of outlying areas should be considered to dilute and disperse the scale of the development allied to developing transport infrastructure for those areas
 -more detail needed to demonstrate that existing and new transport infrastructure will accommodate the development and will be in place on a timely basis before development is completed
 -more detail on how new social/affordable housing can be reserved for the need of Oxford's key workers

Reasons for Participation

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1411

Comments

In respect of Duty to Co-operate, our question is whereas the districts have clearly committed to contributing to a solution to Oxford's housing need, has the city really exhausted all possibilities to meet it's own needs? After all the best place for housing for the City is in the City-that possibility should be re-examined

Changes Sought

Regarding the Duty To Co-operate, we think the plan consultation should be delayed while that duty is discharged in respect of: - basic re-evaluation of the assumption that other communities and their GBs should be decimated to accommodate the city's needs. - re-assessment of housing needs across Oxfordshire and the south east. - requirement for Oxford City to fundamentally review their housing estimates.

Reasons for Participation

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1410

Comments

Regarding Legal and procedural compliance of the consultation we are not qualified to comment and have no financial capacity to employ professional advice. However the nature of the process and return forms demand that we have to make serious representations to defend our interests, in a complex and detailed way that does not seem reasonable to 'laymen'-are we thus being fairly consulted on the plan?

Changes Sought

Reasons for Participation

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|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|
| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1409

Comments

As a small Parish, directly adjacent to the Kidlington/Yarnton/Begbroke area, we have major concerns about the submission plan in general: -about the scale of the development proposed. -a lack of confidence that local infrastructure (particularly in respect of transport systems which are already creaking under current load) will be built to match the development. -lack of detail about how social/affordable housing will be guaranteed to be built to meet the alleged housing need in Oxford for key workers. -concern that housing in the area will just become a dormitory for London Commuters using Oxford Parkway. - lack of confidence that Housing need across the City and Districts is accurately estimated in the plan.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Other Comments

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|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|
| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1408

Comments

In respect of Duty to Co-operate Cherwell's strategy for building 4,400 homes in North Oxford, Kidlington and the A44 corridor, options A and B fails to meet a well thought out and strategic plan. A number of points must be raised identifying serious concerns. Regarding page 10/11, the selected areas of search and reasons for selecting options A and B:1. The 4,400 homes is completely out of proportion in terms to the existing housing stock/numbers of Kidlington and Gosford, Begbroke and Yarnton. The villages will be swamped and lose the village characteristics that has been developed over many years.2. The current travel infrastructure from this area to Oxford City is completely inadequate with lengthy rush hour commute times to get to a city desk, hospital or university, etc. place of work. Adding additional housing stock with their associated transport medium to the existing chaotic road network will cause gridlock.3. Oxford City Council's, 'Oxford needs a gear change to tackle congestion' released last Wednesday 27th Sept. is late into the discussion arena and should have been released/discussed months ago. This is completely unacceptable and bad practice to release an initiative so close to the Cherwell deadline of 10th Oct.4. Instead of building homes including schools, GP practices, transport systems in areas A and B, focus must be reapplied to the City area and how to maximise the use of brown and greenfield sites.5. Oxford City must stop providing additional sites for businesses if it cannot provide enough space for the associated housing requirements.6. Oxford Parkway, a superb link into London Marylebone, will become a London Commuter station with many of the Cherwell planned developments for Oxford key workers being swamped by workers from the capital with greater spending power/salaries grabbing the local area A and B properties. In the Cherwell Local Plan of July 2017, it is stated on page 12 that this is "a coherent and joined-up plan." I COMPLETELY DISAGREE, this plan is anything but a coherent strategy and requires urgent reassessment. All of Oxford's six councils, not just from a Cherwell D.C. perspective, MUST sit down and discuss a way forward to resolve this housing and its associated transport issues as a matter of some urgency. This Cherwell Local Plan will NOT work as it stands.

Changes Sought

The plan is not justified or effective and should be reviewed as follows:
 -the assumption that communities in the Kidlington/Yarnton/Begbroke area should be sacrificed and their green belt destroyed to accommodate Oxford.
 -further consideration of outlying areas should be considered to dilute and disperse the scale of the development allied to developing transport infrastructure for those areas
 -more detail needed to demonstrate that existing and new transport infrastructure will accommodate the development and will be in place on a timely basis before development is completed
 -more detail on how new social/affordable housing can be reserved for the need of Oxford's key workers

Reasons for Participation

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1414

Comments

Regarding Legal and procedural compliance of the consultation we are not qualified to comment and have no financial capacity to employ professional advice. However the nature of the process and return forms demand that we have to make serious representations to defend our interests, in a complex and detailed way that does not seem reasonable to 'laymen'-are we thus being fairly consulted on the plan?

Changes Sought

Reasons for Participation

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|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|
| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1407

Comments

In respect of Duty to Co-operate, our question is whereas the districts have clearly committed to contributing to a solution to Oxford's housing need, has the city really exhausted all possibilities to meet it's own needs? After all the best place for housing for the City is in the City-that possibility should be re-examined

Changes Sought

Regarding the Duty To Co-operate, we think the plan consultation should be delayed while that duty is discharged in respect of: - basic re-evaluation of the assumption that other communities and their GBs should be decimated to accommodate the city's needs. - re-assessment of housing needs across Oxfordshire and the south east. -requirement for Oxford City to fundamentally review their housing estimates.

Reasons for Participation

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|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|
| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1393

Comments

As a small Parish, directly adjacent to the Kidlington/Yarnton/Begbroke area, we have major concerns about the submission plan in general: about the scale of the development proposed; a lack of confidence that local infrastructure (particularly in respect of transport systems which are already creaking under current load) will be built to match the development; lack of detail about how social/affordable housing will be guaranteed to be built to meet the alleged housing need in Oxford for key workers; concern that housing in the area will just become a dormitory for London Commuters using Oxford Parkway; and lack of confidence that Housing need across the City and Districts is accurately estimated in the plan.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Other Comments

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|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|
| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1400

Comments

SO16: clearly District, City and County Councils need to work together. However we do not agree with this objective as it makes no consideration of the needs and wishes of the Kidlington/Yarnton/Begbroke communities that are being fundamentally sacrificed in respect of their green belt and historical/environmental contexts. It makes no reference to the priority that should be attached to the city re-evaluating all opportunities to provide housing for key workers within the city itself.-SO17: as noted above, we do not accept that meeting Oxford's needs is the only consideration to support economic growth in Oxford and Cherwell. Developing local communities with local residents working in local businesses, or in the digital age utilising outlying operations of Oxford centric organisations, should be considered. That approach could consider sites across Cherwell (and Oxfordshire) not just the Kidlington/Yarnton/Begbroke area, representing a dilution and dispersal of the currently proposed intense developments.-SO18:clearly this is an important objective for meeting the needs of Oxford's key workers but we do not agree with it as drafted as it makes no consideration of a priority to re-evaluate opportunities within the city to house such workers, does not consider outlying areas for remote workers as suggested for SO17 above, nor has any reference to guaranteeing how new housing will be reserved for Oxford's key workers and not London commuters from Oxford Parkway.-SO19: this objective is ok as far as it goes but it does not consider developing transport strategy across Cherwell and Oxfordshire to make Oxford more accessible from developing existing transport links in outlying areas. Implicit is the assumption that transport development is by reference only to the proposed Kidlington/Yarnton/Begbroke developments.

Changes Sought

Specifically regarding Strategic Objectives:-SO16 should be amended to include a first priority that housing for Key workers for Oxford should be built in Oxford and only when those opportunities are exhausted should development in other areas be considered.-SO17:this should be amended to commit to the dilution and dispersal of housing developments across the district allied to developing remote working and district wide, integrated transport networks.-SO18:this objective needs to be amended to include a commitment to guarantee that new social/affordable housing will serve Oxford's key workers not London commuters. -SO19:this objective needs to be amended to recognise that developing existing transport infrastructure across the district will give opportunities to meet Oxford's housing need from further afield than just the Kidlington/Yarnton/Begbroke area.

Reasons for Participation

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|------------------|------------|--------|-------|--------------------------------------|---|---|---|---|
| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1416

Comments

We do not support the justification for Development in the GB contained on page 30 of the summary plan document for the following reasons: "Oxfords Urgent and Pressing Housing Need". It is fair to ask whether in the 21st century with fast internet access we require people to travel routinely into employment hubs to work. Clearly there are some workers (teachers, nurses etc.) who need to but there appears to have been little thought give to how a burgeoning high-tech centre like Oxford should source its work force. We note that the Oxfordshire Growth Board is supporting housing developments in the Didcot area as well as the West Oxfordshire Garden Village. Surely this makes the case that development close to Oxford is not necessary."The Clear Inability of Oxford to meet its own housing needs". The previous comment addresses part of this issue. But the other part is the extent to which Oxford can address this need itself without disturbing the GB. Building on Brown Field sites in Oxford will alleviate many of these issues as well as reducing the issues that relate to commuting. They would also provide a greener solution as people would be more likely to walk or cycle to work than those from outside the ring road. "The absence of sustainable, deliverable and alternative sites". This is simply not correct. There is a lot of land within the Oxford ring road system that could be developed. To say that it is GB ignores the fact that the land proposed for development is nearly all GB."The opportunity to create a sustainable joined up vision for the whole of the north Oxford/Kidlington/A44 corridor area" . This single statement effectively incorporates the seven statements which precede it - other than the one that relates to Woodstock. This key statement is thus repetitive and we address it here. Many of the statement leading into this key one are not actually the basis for Exceptional Development in the GB ("relationships between existing communities and the proposed development areas"; "relationship... to Oxfords Northern Gateway site..."; "unique place shaping of land in the vicinity of the ..Begbroke Science Park and the Oxford Canal"; "improvement to transport infrastructure in the north Oxford/A44/A4260 corridor"; "strengthening of Kidlington village centre related to sustainable transport improvements"; and " the opportunity for improvements to the quantity and quality of new public open space, green infrastructure and recreation facilities and in terms of access to the countryside"). Clearly this is an aspirational afterthought sought to partially justify the proposed development. The "unique place shaping" comment is especially risible. However, there are many ways that such a vision could be created without the proposed development. Piecemeal encroachment onto the GB in eight different locations seems a poor basis for such a vision.

Changes Sought

Reasons for Participation

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1406

Comments

Regarding Legal and procedural compliance of the consultation we are not qualified to comment and have no financial capacity to employ professional advice. However the nature of the process and return forms demand that we have to make serious representations to defend our interests, in a complex and detailed way that does not seem reasonable to 'laymen'-are we thus being fairly consulted on the plan?

Changes Sought

Reasons for Participation

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1405

Comments

As a small Parish, directly adjacent to the Kidlington/Yarnton/Begbroke area, we have major concerns about the submission plan in general: -about the scale of the development proposed. -a lack of confidence that local infrastructure (particularly in respect of transport systems which are already creaking under current load) will be built to match the development. -lack of detail about how social/affordable housing will be guaranteed to be built to meet the alleged housing need in Oxford for key workers. -concern that housing in the area will just become a dormitory for London Commuters using Oxford Parkway. - lack of confidence that Housing need across the City and Districts is accurately estimated in the plan.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Other Comments

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1404

Comments

Regarding rejected areas of search and rejecting areas C to I as page 10 of the summary booklet:- Oxford City suffers from an extremely poor transport infrastructure when it comes to ease of access for commuters travelling to their place of work within the city. It always has been the case and by building homes to satisfy the City's shortage remotely/outside of its boundaries will only compound the current and foreseeable travel situation. - It appears that Cherwell has 'cherry picked' areas, the A to I list, that could be considered for housing development and then rejected them as a way of saying that deep analysis has been completed to arrive at their conclusion and subsequently remove the areas C through I. These areas should never have been selected for consideration.- Cherwell's premise of building the additional homes in a dispersed manner will have a huge effect on existing mature villages and exacerbate the already poor travel infrastructure to Oxford City.-It must not be forgotten, it is the City that has a housing shortage especially for its 'key' workers and that for efficiency and cost, homes for these essential workers must be provided in close proximity to their place of work.- An Oxfordshire wide joined up strategy is clearly missing between housing requirements for key City workers and travel infrastructure systems. - To re-emphasize, Housing for 'key' workers supporting Oxford City's human resource requirements MUST be in close proximity to their place of work.

Changes Sought

The plan is not justified or effective and should be reviewed as follows: - the assumption that communities in the Kidlington/Yarnton/Begbroke area should be sacrificed and their green belt destroyed to accommodate Oxford. - further consideration of outlying areas should be considered to dilute and disperse the scale of the development allied to developing transport infrastructure for those areas. - more detail needed to demonstrate that existing and new transport infrastructure will accommodate the development and will be in place on a timely basis before development is completed. - more detail on how new social/affordable housing can be reserved for the need of Oxford's key workers.

Reasons for Participation

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1403

Comments

In respect of Duty to Co-operate, our question is whereas the districts have clearly committed to contributing to a solution to Oxford's housing need, has the city really exhausted all possibilities to meet it's own needs? After all the best place for housing for the City is in the City-that possibility should be re-examined

Changes Sought

Regarding the Duty To Co-operate, we think the plan consultation should be delayed while that duty is discharged in respect of: - basic re-evaluation of the assumption that other communities and their GBs should be decimated to accommodate the city's needs. - re-assessment of housing needs across Oxfordshire and the south east. -requirement for Oxford City to fundamentally review their housing estimates.

Reasons for Participation

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| PR-C-0561 | 09/10/2017 | Andrew | Smith | Hampton Gay and Poyle Parish Meeting | N | N | N | N |
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1402

Comments

Regarding Legal and procedural compliance of the consultation we are not qualified to comment and have no financial capacity to employ professional advice. However the nature of the process and return forms demand that we have to make serious representations to defend our interests, in a complex and detailed way that does not seem reasonable to 'laymen'-are we thus being fairly consulted on the plan?

Changes Sought

Reasons for Participation

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| PR-C-0734 | 04/10/2017 | Michael | Kelly | | | | | |
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1847

Comments

Protest to the proposals to build on green belt land to the north of the Moors in Kidlington. Not only is this land prone to flooding but it is used by hundreds of people for recreation. Over the last few years traffic in the Moors has increased because of in building and cannot see how this road will cope with an extra 300 houses.

Changes Sought

Reasons for Participation

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| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
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512

Comments

Welcome that ecological scoping surveys were undertaken to inform the site allocation process and to highlight the need for further surveys. They give a useful indication of habitats and potential ecological interest but have to be treated with caution as they are subject to a number of considerable limitations, in particular access restrictions (done from Public Right of Way only) and sub-optimal survey timing, which might mean that some ecological interest might have been missed. Para. 158 of the NPPF requires Local Planning Authorities to base local plan policies "... on adequate, up-to-date and relevant evidence ..." As such surveys are required to inform judgements on suitability and capacity. The potential lack or inadequacy of ecological surveys could be in conflict with the NPPF and could potentially result in allocations being found unsound.

Changes Sought

Reasons for Participation

Potential biodiversity impacts as outlined in the representation.

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| PR-C-0832 | 10/10/2017 | David | Flavin | Oxfordshire County Council | | | | |
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5490

Comments

Although the development and use of active travel routes is integral to the overall vision of sustainable development the Monitoring Framework in Appendix 5 does not set out how the use of such infrastructure will be monitored and evaluated. As traditional fixed pedestrian and cycle counting equipment is expensive and only provides single point tallies (rather than an overall picture of how and why people are moving around), strongly recommend that the Partial Review seeks innovative new ways to measure and fund ongoing monitoring of pedestrian and cycle activity.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Other Comments

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| PR-C-1327 | 10/10/2017 | Julian | Bagwell |
| 4348 | Comments | | |
| No support for Strategic Objectives. If the Vision is flawed and not properly analysed, then logically the Strategic Objectives, which support the Vision, are equally flawed. | | | |
| Changes Sought | | Reasons for Participation | |

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| PR-C-1327 | 10/10/2017 | Julian | Bagwell |
| 4353 | Comments | | |
| The document is flawed in its analysis in several places. It dismisses sites further away in a manner that suggests such sites should not have been included in the first place. It does not make a good case for the 'exceptional circumstances' that would justify GB development with several of the proposed sites violating one of the five principal purposes of GB. Many of the justifications put forward apply more strongly to building within Oxford. A further point is that the proposals make relatively sweeping statements about improvements to local transport infrastructure. The current situation in and around Oxford is dire. It is hard to believe that in the short term things would get better and even in the longer term massive infrastructure investments would be required just to get back to the current dire position. The failure to address adequately the impact of the proposals on transport infrastructure is a serious failure especially when set against the obviously lower infrastructure costs associated with building more houses within Oxford. | | | |
| Changes Sought | | Reasons for Participation | |

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| PR-C-1327 | 10/10/2017 | Julian | Bagwell |
| 4352 | Comments | | |
| No agreement with reasons for GB development insofar as they apply to Cherwell. Whilst Oxford has an urgent and pressing housing need, there is no evidence that it is imperative that Cherwell should help meet this need. Three points made seem particularly egregious: - The clear inability for Oxford to fully meet its own needs; Oxford wants to preserve its GB, but that involves a clear trade-off, Cherwell's GB is sacrificed instead. Many more houses could be built on land within Oxford and the need for Cherwell to support Oxford is not proven. - The absence of sustainable, deliverable and appropriate alternative sites; Simply not correct. There is a lot of land within the Oxford ring road system that could be developed. To say that it is GB ignores the fact that the land proposed for development is nearly all GB. - The opportunity to create a sustainable joined up vision; There are many ways that such a vision could be created, piecemeal encroachment onto the GB in eight different locations seems a poor basis for such a vision. | | | |
| Changes Sought | | Reasons for Participation | |

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| PR-C-1327 | 10/10/2017 | Julian | Bagwell |
| 4351 | Comments | | |
| Proposals as stated are generic, apart from PR4b. They could apply equally, if not better, to building within Oxford. I do not support the proposals. 1. Every proposal claims that 50% of houses will be affordable. Experience suggests developers will undermine this. No evidence that the Council will be able to enforce this rigorously. 2. Every proposal assumes houses will be occupied by people working in Oxford. With proximity of sites to Oxford Parkway there is a high risk that many will be occupied by London commuters. 3. Every proposal claims to involve net biodiversity gains. Across the eight sites this hardly seems credible. In every case building, often to quite high densities, will take place on open land, so notwithstanding the assumptions made as to biodiversity, it is hard to believe that there will be a net improvement at every site. 4. Most of the proposals violate a key GB purpose. On page 2, the second of these is stated to be 'to prevent neighbouring towns merging into one another'. Several of the sites, if developed, would directly contravene this purpose. 5. The general arguments in relation to the various sites could apply equally, if not better, to building within Oxford. A separate issue is that the analysis does not make any comments about the downsides of development at particular sites. These obviously exist and to ignore them is again flawed and partial, only presenting what it claims are positive benefits without any assessment of the problems that the proposals might create. | | | |
| Changes Sought | | Reasons for Participation | |

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| PR-C-1327 | 10/10/2017 | Julian | Bagwell |
| 4349 | Comments | | |
| No agreement for reasons for rejecting areas C to I. This area of analysis is poorly conducted. To identify nine separate areas and then say, without any substantive analysis, that seven of them are too far away, smacks of window dressing. If they are too far away, they should not have been included in the first place. That said, some of the reasoning for rejection is specious: They are less well situated to build communities associated with Oxford. I do not agree. Go to Oxford Parkway any weekday morning and see how many people live in or near Oxford and work in London. Are Oxford and its surrounding areas less well situated regarding working in London? Practical evidence is they are not, so the argument that distance of a few miles is some sort of insuperable barrier is clearly flawed. They were more likely to result in a higher level of commuting to Oxford by private motor vehicle. Again. I do not agree. No argument is presented in support of this statement. People choose public or private transport for many reasons and a few miles distance seems not to be particularly relevant. Whether homes were built five or ten miles from Oxford it is very likely that they will choose public or private transport for reasons generally not associated with the difference in distance. They were likely to result in less affordable transport options for accessing Oxford for potential occupiers of affordable and low-cost housing. Again this is presented as evidence, when it is only an opinion. If good quality public transport were available for more distant sites, there is no reason why those in affordable and low-cost houses would be unable to afford the small addition in fares involved. More dispersed locations provided less opportunity for strategic infrastructure investment. No they do not, the other sites are in or near to other urban areas which each offer opportunities for strategic infrastructure investment. The entire basis for the proposals is flawed because the analysis presented is partial and flawed by the erroneous presumption that distance is somehow a major problem. If the Council insists that distance is an issue, then the argument that the houses should be built within Oxford becomes even stronger - the distances involved are less and the opportunities for strategic infrastructure investment are more localised and presumably less costly than the necessary investments to bring more people into Oxford. | | | |
| Changes Sought | | Reasons for Participation | |

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| PR-C-1327 | 10/10/2017 | Julian | Bagwell |
| 4347 | Comments | | |
| No support for this vision. Not appropriate for Cherwell to support Oxford's unmet housing needs without careful consideration of whether or not Oxford can do that without encroaching on Cherwell's GB. Looking at various elements of the Vision, all of them could apply at least as well, and in some cases better, to Oxford building more houses on spare land in and around the city, that is within the ring road structure. For example: - creates balanced and sustainable communities: this would be better achieved within Oxford, given that the document talks extensively about people working in Oxford. - Is well connected to Oxford: by definition, housing built nearer to Oxford would be better connected. - Is supported by necessary infrastructure: clearly houses built nearer to Oxford will create less pressure on the wholly inadequate current infrastructure. If these Vision points are relevant, then the document should have stated clearly why they are more relevant for building to be conducted in Cherwell than in Oxford. Omitting such an analysis is a clear flaw in the document. | | | |
| Changes Sought | | Reasons for Participation | |

Proposed Submission Plan - Other Comments

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| PR-C-1327 | 10/10/2017 | Julian | Bagwell | | | | | |
| 4350 | Comments | | | | | | | |
| No agreement for reasons for selecting areas A and B. The reasoning rejecting the other areas is flawed on several grounds. The housing should be built in Oxford: - Proximity to Oxford; Building within Oxford involves even greater proximity than building outside it. - Opportunity to reduce reliance on private motor vehicles; Public do not like or accept the vision that planners put forward to discourage use of private motor vehicles, so will not follow planning dictate in this matter. Nevertheless, if they do, building in Oxford is better as by its very nature would encourage more cycling and walking to work than building outside of Oxford. - Delivery of sustainable transport improvements; Many people are sceptical that these improvements will make things better, especially with the huge problems the proposed new building will cause in relation to traffic and associated factors. However, building within Oxford would minimise these problems due to shorter home to work distances involved. - Relationship of existing communities to Oxford; There is resentment that Oxford is pushing its problems into surrounding areas. These proposals will not improve relationships. Building in Oxford would remove these tensions. - Existing economic relationship between the areas of search and Oxford; These can continue without the proposals. Building within Oxford will strengthen its economy more than building outside. - Affordable homes close to the source of that need; Building within Oxford is a better opportunity as the general home to work distances must be less than building outside. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
| 5313 | Comments | | | | | | | |
| Water has several dimensions, few of which are mentioned in the Partial Review. Firstly there's the issue of water supply, which is by no means guaranteed. There is no mention in the review document as to how the additional water supply infrastructure will be incorporated into such large developments and what impact the additional demand may have on other existing settlements and dwelling. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes | | | | |
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y |
| 5317 | Comments | | | | | | | |
| This is greenwashing at its worst. Houses do not provide biodiversity, they provide housing. Biodiversity requires large areas of untouched green space. Replacing that with a few bat boxes and some birdhouses is simply not a fair exchange. The areas around the locales encompassed in PR8 and PR9 are rich in wildlife and provide vital habitat to a number of species. Green infrastructure already exists in the green spaces encompassed by the green belt that these proposals place under threat. Large areas of animal habitat will be concreted over should these plans go ahead and that does not represent a net gain in green infrastructure. What is being proposed are small areas of green space that are intended to compensate for a contiguous landscape that is both essential to wildlife and of great value in terms of the health and well-being of Oxfordshire residents, as well as the many visitors it attracts. Once this resource is lost, we will never get it back." | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes | | | | |
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
| 5364 | Comments | | | | | | | |
| The proposed submission is not justified and concern is expressed about the scope of the review. The Council's sole purpose in conducting this review should be to accommodate Oxford's unmet housing needs. This should have been handled very carefully, such that, after evaluating allocations outside the Green Belt, any residual allocation was such that 'very special circumstances' existed by virtue of the fact that the harm done to the Green Belt's purposes was minimised. This has not been the case. Too much importance has been attached to the relatively democratically unaccountable aims of the Oxfordshire Growth Board. Detailed comments are made in relation to Begbroke Science Park and Oxford Technology Park (PR8). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented. | | | | |

Proposed Submission Plan - Other Comments

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| PR-C-1412 | 10/10/2017 | David & Adele | Smith | | | | | | |
| 4526 | Comments | | | | | | | | |
| <p>Strongly support the decision of Cherwell District Council not to include The Moors Land, Kidlington for development. This site is in the Green Belt which must be preserved to prevent urban sprawl. The impact of the proposed development on the Green Belt is not modest as claimed by the developers. Green belt status should be protected and preserved as stated in the Conservative Government's manifesto. Loss of landscape and rural views towards the oldest part of the village. Development (including residential and business units) would affect the setting of St. Mary's Church - Grade 1 listed - and other listed buildings in the Church Street conservation area - a very much treasured part of this village that must be preserved for the enjoyment of future generations. Development will exacerbate the flood risk to all housing and adjoining land/conservation area. The fields behind the Moors and west of the burial ground already flood regularly. Inadequate local infrastructure to support development of this scale will undoubtedly have a detrimental impact on the existing roads and services especially for surface and foul drainage. Access to the proposed Moors development site is at the junction opposite Benmead Road, close to two Kidlington conservation areas. Development will create a great deal of extra traffic near to a school and nursery on a relatively narrow, busy residential road already the subject of traffic calming measures. The Moors is already overloaded with traffic and hold ups with drivers cutting round the village to avoid the severe main Banbury Road traffic tail backs at peak times. Damage to surrounding countryside and loss of the rich habitat for many wild rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks. The fields are an important and very well used amenity for all village residents and regular visitors providing excellent countryside walks. This land should never be developed and should be treated as Permanent Green space. Thank you for your decision of support to protect this much loved and unique part of our county!</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1482 | 09/10/2017 | Chris | Dicks | | N | N | N | Y |
| 4650 | Comments | | | | | | | |
| <p>Light Pollution: The spaces around Yarnton Begbroke and Kidlington benefit from dark skies. These are very important for wildlife, and also human wellbeing. The new proposed conurbation would destroy this, creating a huge amount of light pollution. The glare of lighting from the new station and its car park alone would be unacceptable in this location. This response though separate and my own should be read in conjunction with the Representations made by the Begbroke & Yarnton Green Belt Campaign "BYG".</p> | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | |
| <p>For the reasons I have given AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> | | | | | <p>I would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | |

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| PR-C-1505 | 09/10/2017 | Richard | Lodge | | | | | |
| 4883 | Comments | | | | | | | |
| <p>Green spaces in Kidlington – those mentioned in the plan and other areas under threat by developers i.e. the area behind The Moors – are precious and should be retained for those currently living in the village and for our children. There is no need for the vast number of houses to be built in a village as a response to the problems identified within Oxford. The sites are in the Green Belt which must be preserved to prevent urban sprawl. This is not a modest development! Cherwell District Council was right to exclude this site. I strongly support their decision.</p> | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | |

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| PR-C-1505 | 09/10/2017 | Richard | Lodge | | | | | |
| 4882 | Comments | | | | | | | |
| <p>Green spaces in Kidlington – those mentioned in the plan and other areas under threat by developers i.e. the area behind The Moors – are precious and should be retained for those currently living in the village and for our children. There is no need for the vast number of houses to be built in a village as a response to the problems identified within Oxford. The sites are in the Green Belt which must be preserved to prevent urban sprawl. This is not a modest development! Cherwell District Council was right to exclude this site. I strongly support their decision.</p> | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | |

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| PR-C-1532 | 09/10/2017 | Helen | Broxap | | | | N | N |
| 4805 | Comments | | | | | | | |
| <p>Particularly concerned about PR20 and PR 91. They are areas that create a green, clean air buffer between villages and Oxford. They counteract pollution from the major train line and canal traffic, along with car/industrial pollution. They are essential areas of public access to enjoy and benefit from the countryside. Concerns are for any of the green belt being developed on, which I think is unjustified and unsound. Also of particular concern are sites 14, 27 and 34 as I am worried about building on the floodplain and encroaching on the precious wildlife, and outstanding walks that can be found in the St Mary's fields area leading up to Thrupp.</p> | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | |

Proposed Submission Plan - Other Comments

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| PR-C-1534 | 10/10/2017 | Alan | Lodwick | | | | Y | N |
| 4819 | <p>Comments</p> <p>Support the rejection by the Council of those Green Belt sites put forward at the options stage, and which the Council has not allocated in this draft plan. Aware that developers continue to promote these sites and are in regular contact with the Council. I therefore repeat my objections to any proposed development of the following three sites in the Green Belt with which I am particularly familiar. (Reference numbers are as in the options consultation). I support the Council's rejection of: Site PR14 (North of The Moors, Kidlington) This site is in open countryside beyond a clearly defined boundary to the village. It forms part of the Cherwell Meadows leading towards the river Cherwell. It is much used by residents for walks and peaceful enjoyment of the countryside as can be seen from the numerous footpaths that have been created across the site. There is considerable wildlife present. The site is adjacent to the Church St. Conservation Area and provides fine views of the historic Grade 1 listed St Mary's Church with its remarkable spire. For all these reasons the site, if it were not already protected as part of the Green Belt, would be a prime candidate for designation as Local Green Space. Kidlington does not have a public park and this countryside, readily accessible to the village, helps to make up for that deficiency. Access to this site would be from the Moors, a road which already suffers from traffic problems as can be seen from the traffic calming measures in place. Adding further to this traffic would be unacceptable. The eastern field on the site is subject to groundwater (water table) flooding which has occurred at least twice in the last six years (when the meadows closer to the river also flood) and can persist for at least a month. It is therefore unsuitable for any development. (Evidence can be provided separately if required) Development on the slightly higher portions of the site would be likely to add to this flooding as a result of runoff. The site is not suitable for development. Site PR27 (Further North of The Moors, Kidlington) This site is currently open countryside and completely surrounded by open countryside forming part of the Cherwell Meadows leading towards the river Cherwell. It is much used by residents for walks and peaceful enjoyment of the countryside as can be seen from the numerous footpaths that have been created across the site. There is considerable wildlife present. The site provides fine views of the historic St Mary's Church with its remarkable spire. Access to this site would be at least in part from the Moors, a road which already suffers from traffic problems as can be seen from the traffic calming measures in place. Adding further to this traffic would be unacceptable. The site is not suitable for development. Site PR32 (Adjoining Webbs Way, Kidlington) The site lies in an important historic part of Kidlington within the Church Street Conservation Area. There are listed buildings within close proximity including the Grade II Dovecote End and Old Rectory, the Grade II* Dovecote, Grade II* Vicarage and Grade II Church Street Farmhouse. Development would result in the loss of an important gap within the Church Fields Character Area and would adversely affect the setting of the Conservation Area. There would also be a detrimental impact on the character of the Mill Street area to the south. An important and well used footpath providing unique views of the conservation area passes close by and the site has wildlife interest. Access to this site would be from Mill Street, a road which already suffers from traffic problems as can be seen from the traffic calming measures in place. Adding further to this traffic would be unacceptable. The site should not be developed as was recognised in the 2014 SHLAA.</p> <p>Changes Sought</p> <p>The rejection of these sites is supported.</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-1564 | 09/10/2017 | Helen | Longhurst | | | | | |
| 4901 | <p>Comments</p> <p>Strong objection to the land behind The Moors being included in the strategic plan at a later date. I understand a developer is trying to obtain this land for development in the future. (Sites PR14 and PR27). The fields are unsuitable for housing for a number of reasons: It is green belt. The infrastructure in Kidlington could not support such large levels of housing. The increased traffic would pose further problems to the very busy main road that runs through the middle of the village. Living on The Moors, we see deer and other wildlife everyday. The fields are used by many local residents who enjoy the rural views towards the oldest part of Kidlington, which also include conservation areas. The fields regularly flood, housing will exacerbate this problem. As a resident we have frequently experienced surface water flooding during heavy rain. Please do not allocate this area of Kidlington for development when there are other brown field sites available by Kidlington</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1579 | 09/10/2017 | Steward | Longhurst | | | | | |
| 4922 | <p>Comments</p> <p>I object to the development on the Moors. With reference to the above parcels of land behind The Moors in Kidlington, I would like to add my voice to the campaign to ensure that Cherwell DC maintains their objection to future development by Bloombridge or any other developer. The land is GB and helps support an abundance of wildlife including a thriving Roe deer population that are seen on the land several times a day. Additionally I would also have big concerns over drainage - surface water run off from the ridge into the rear gardens of properties on The Moors has been an issue in recent winters. Building on the land will only exacerbate the problem. There are a number of other potential development sites within the village and brownfield sites nearby that wouldn't create additional traffic on a road that is already used as a rat-run to avoid the village centre at peak times. I understand the pressure on housing in and around Oxford but it should not be an excuse to build on unsuitable land in a village with a limited infrastructure.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-0006 | 17/07/2017 | Stefan | Lutener | | | | | |
| 6 | <p>Comments</p> <p>Resident of Yarnton, exceptionally grateful to have been brought up in this wonderful part of Oxfordshire. Devastated that no prior consultation has taken place with local residents. People understand the need for more homes but not in the huge numbers and densities planned. The plans would destroy the historical identity of all three communities and cause irreplaceable damage to the wildlife environment and beauty of the GB surrounding these villages. Infrastructure is at breaking point with the A44 and A34 unable to cope with the amount of traffic. These proposals will make the situation considerably worse. New housing projects should be shared with all the Oxfordshire villages in the surrounding areas, not just the few closer to Oxford. For example, Islip and Long Hanborough have excellent train links to Oxford. You risk spoiling the GB for future generations. This area is the gateway to the Cotswolds. It is imperative that these villages keep their identities and grow in a linear approach and not mass building. The newly constructed Cresswell Close Development in Yarnton appears to have drainage problems. This is a fundamental lack of infrastructure planning which concern and fear that this lack of foresight could be replicated again. The Oxford GB is precious to local residents and should not be destroyed and lost forever on a whim.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0020 | 04/08/2017 | Rita E | Ahern | | | | | |
| 465 | <p>Comments</p> <p>Request to extend the consultation period on this proposal to 12 weeks. It is undemocratic to give such a brief time to consider such a complex matter potentially affecting the lives of so many. Six weeks in peak holiday time is of little value when there are so many documents to read and so many points of view to reflect on. Surely the District Council would want to demonstrate that they take some account of long-standing residents thoughts on these very important matters.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-0029 | 31/07/2017 | Jonathan | Mason | | | | | | |
| 857 | Comments | | | | | | | | |
| Frustrated that the consultation period for the "Cherwell Local Plan 2011-2031 (Part 1): Partial Review" has been set at the statutory minimum of 6 weeks, and that it has been timed to take place during the summer holidays, when the majority of people who will be significantly and adversely affected by this will be busy with childcare and/or on holiday, so are likely to have less time to consider the extensive planning documentation fully. It is as if the District Council is fully aware how unreasonable, unsustainable and unpopular these plans will be and is trying to sneak them through in the shortest, most inconvenient period. Urged to extend this period of consultation, to give people time to make to the representations based on reasoned considerations of the plans, rather than just knee-jerk reactions. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0029 | 09/10/2017 | Jonathan | Mason | | | N | N | N | Y |
| 5533 | Comments | | | | | | | | |
| According to the Cherwell District Council Local Plan, "the essential characteristic of a Green Belt is its permanence" and "detailed Green Belt boundaries defined in adopted local plans should be altered only exceptionally". Nothing in the Plan or associated documents provides a convincing case that the current need can be considered as exceptional. It is an acute, temporary need that results from poor previous planning and failure to distribute employment and wealth throughout the country. Wider, long-term planning failures should not be mitigated by destruction of the Green Belt for short term and short-sighted gain. The housing requirement figures are at best debatable, insufficient consideration has been given to alternatives to meet Oxford's housing needs within Oxford itself, and Cherwell District Council's childish initial attempts to push this plan through with the minimum statutory consultation are a clear indication that what is being proposed here is not right. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |
| PR-C-0029 | 31/07/2017 | Jon | Mason | | | | | | |
| 34 | Comments | | | | | | | | |
| Frustration on the consultation period for the "Cherwell Local Plan 2011-2031)" has been set at the statutory minimum of 6 weeks and that it is during the summer holidays, when the majority of people are on holiday or busy with child care, so having less time to consider the planning documentation fully. Council urged to extend this period of consultation, to give people time to make representations based on reasoned considerations of the plan. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0033 | 04/08/2017 | Fiona | Brimson | | | | | | N |
| 842 | Comments | | | | | | | | |
| Requests an extension of the consultation process for the removal of the green belt around Yarnton, Begbroke and Kidlington. Understands that the minimum time has been allowed and consider the timing of this to be far too short to allow a fair response. Other councils in similar situations have allowed far longer than the minimum Cherwell has decided. Please extend the time frame to allow residents a fair opportunity to respond. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0039 | 04/08/2017 | Mr & Mrs P. | Moylan | | | | | | No |
| 48 | Comments | | | | | | | | |
| Undoubtedly, the homelessness crisis in Oxford is acute. It is folly to think that the building of houses will address this. The Council needs to fight harder to reinstate some of the vital services which have been limited or closed, particularly as regards physical and mental health, the most significant causes of homelessness, Rep provides website to express the point. The speculative building of houses signifies nothing other than a means of salving the conscience of the CDC and the present government. The transport infrastructure is already under strain. The proposal to modify the A44 from Bladon to Pear Tree by making one lane of the dual carriageway into a bus lane, is absurd. Traffic is often slow or stationary at present; this measure would lead to gridlock along the A44. The plans include the proposal to close Sandy Lane. This will remove a key road link between Yarnton and Kidlington. This action will lead to further traffic congestion at both ends of Kidlington and increased pollution. The suggestion that the Sandy Lane link can become a wheel-chair access and cycle lane as part of a cycle 'superhighway' into Oxford is ludicrous! In any case, such a project would simply lengthen cycle journeys! The introduction of another secondary school in the area, in addition to two further primary schools will increase litter, traffic and, sadly, crime. Where are the plans for increased community support, generally? The consultation period of 17th July to 29th August is too short a time-frame; indeed, we think it is poor judgement from the Council to run the consultation period during the school holidays, and thereby strongly urge for a considerable extension to the deadline. In summary, there are no 'exceptional circumstances' that justify building on the GB and altering forever the nature and identity of our historic villages and their beautiful and unique surroundings. The plans cannot be considered 'sound', in the sense that they have not been positively prepared, justified, or are effective and consistent with national policy. There must be more 'joined-up' thinking, analysis of real rather than perceived future need, and together with Oxford City, the CDC must be more resourceful and creative about finding responsible solutions to housing issues. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0044 | 08/08/2017 | Mrs M A | Read | | | | | | N |
| 56 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0045 | 08/08/2017 | Patricia | Hook | | | | | | N |
| 61 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0046 | 09/08/2017 | Mrs Lesley | Sims | | | | | |
| 63 | Comments | | | | | | | |
| <p>Objection to the Development proposals. Riding Roughshod through regulations: Why do we have regulations if the green belt can be thrown over for the very reasons stated for its existence. Why can Oxford impose development on Cherwell when Cherwell had its own plan completed and accepted as required. Who challenged the stakeholders over their wish list? Significant Conflict of interest: Very large windfall profits would be made by landowners who own the GB sites and who have recommended the development. Some of these landowners say they need affordable housing for employees. How will they contribute to that when the cost of residential land at more than a million an acre makes affordable housing pretty much impossible? Lack of Regulation: History shows that promised affordable housing does not get built and that land is released slowly to drive up value and returns to shareholders. This is perfectly correct from the point of view of the development companies and therefore it needs regulation to enforce what is required or it will not happen. The Oxford Council plan appears to be to hand over other councils' green-belt land to developers without any genuinely enforceable controls over what is built, or when, or whether the development will be properly supported by new infrastructure. They are not putting any money into this. There must be ways to set up suitable vehicles to ensure that this does not become a sprawl of opportunist developments. Lack of Trust: The appalling documentation which lacks executive summaries and can only be thought to be deliberately inaccessible. The timing of a consultation over the summer is either cynical or naive given that it is such a well-known ruse. The agreement between landowners and developers which is well ahead of any other consultation, leaving those who have had no say until now on the back foot. The marking out of additional green belt sites for nebulous use which can easily be seen as ring-fencing more green-belt for development as required. The sweeping lack of response to the objections received. Promises that joining all the villages up and then joining it all up to Oxford will not create a dormitory, with absolutely no response to the objections to this plan and no funded plan for the infrastructure that might prevent an infinitely worse quality of life for people in these villages. Out of date Data: The data being used is pre-Brexit. These are not sound data now. Cherwell Council appears to feel that it cannot refuse the demands of Oxford - but that is a nonsense. To what extent have they had an opportunity and the resources to test what is being demanded. There is a lack of any apparent enforcement of suitable infrastructure - are the people of Cherwell to pay for this too, one day, when life becomes impossible? • We need housing but more than anything else we need affordable housing for people who live and work here now - not for London commuters. We need to know exactly which sites will be used and to remove the soft land grabs proposed. We need to limit the amorphous mass proposed, maintaining some sort of separation from Oxford. We must limit the driving effect of windfall profits for one part of the community at the expense of others - and preferably direct some of them into reducing housing costs. We need better infrastructure now - let alone with additional housing. Oxford needs to help itself more and be seen to be doing so.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0048 | 07/08/2017 | Mr S | Beckett | | | | | N |
| 68 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0049 | 09/08/2017 | David | Meara | | | | | N |
| 73 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0050 | 09/08/2017 | Lee | Gumbrell | | | | | N |
| 78 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0051 | 07/08/2017 | Huw | Morgan | | | | | N |
| 83 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0052 | 06/08/2017 | Melanie | Snelling | | | | | N |
| 88 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0053 | 08/08/2017 | Ora | Sapir | | | | | N |
| 93 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0056 | 08/08/2017 | Mr C | Norridge | | | | | N |
| 103 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

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| PR-C-0057 | 09/08/2017 | Philip & Rebecca | Cobden | | | | | N |
| 108 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0058 | 06/08/2017 | Nigel | Francis | | | | | N |
| 113 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0059 | 09/08/2017 | Fleur | Yerbury-Hodgson | | | | | N |
| 118 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0060 | 10/08/2017 | Michele | Lodge | | | | | N |
| 123 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0061 | 07/08/2017 | S | Hooker | | | | | N |
| 128 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0062 | 11/08/2017 | Jane | Gould | | | | | N |
| 133 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0063 | 12/08/2017 | K R | Fuller | | | | | N |
| 138 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0064 | | G | Hellman | | | | | N |
| 143 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0068 | 12/08/2017 | Keith & Hilary | Prince | | | | | |
| 149 | Comments | | | | | | | |
| To build on the golf course will be very detrimental to wildlife. The narrow green belt to the north of the city of which the golf course forms part, is essential as a wildlife corridor for animals. The buffer between Oxford and Kidlington is essential and must be maintained. I believe that there is a golf course within the city boundaries that could be built on to help Oxford meet its own need. Kidlington has a right to maintain its own identity and not become part of a greater Oxford. The large estates do not include any open spaces for people to roam. This is already a problem in this area. Doubling the size of the population with nowhere for people to go without the need for long car journeys is a symptom of the greed which is underpinning these plans and will be detrimental to the well-being to the residents. There are continuing reports about the effects of pollution on the health of the population, yet there are plans for PR7a to build right next to the A34, one of the busiest roads in the country. Increase in development needs to be done in a gradual manner so that numbers can be absorbed naturally and the services needed for them to be provided. With no end to austerity in sight and continued cuts planned we know that no additional services will be provided and this will lead to many people being unable to access schooling, and medical services etc. Objection to the complexity of the consultation documents. They are not easy to find on the council website and there are so many. These are all wordy and complicated for lay people to read. Unable to find a summary of the plans and other relevant data anywhere to assist with understanding. This is a discourtesy to residents of Kidlington, Yarnton and Begbroke assuming this has been done purposefully to make it difficult for residents to understand and therefore discourage objections. This underpins our understanding that this massive development is almost certainly about greed, financial gain and reward for some rather than an honest assessment of the actual need. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0068 | 12/08/2017 | Keith & Hilary | Prince | | | | |
| 148 | Comments | | | | | | |
| <p>Objection to building 4400 homes in and around Kidlington, Yarnton and Begbroke.1. It cannot be possible that the population will increase so rapidly in the next 10 years that this number of housing will be needed in addition. Agree that Kidlington and the local area can take some housing but this must be in the hundreds not thousands, so that infrastructure and the well-being of existing residents is considered. If this many houses are needed just to cover Oxford's unmet need why is the City Council a) building industrial/commercial units at the northern gateway when there is no shortage of jobs in the area. This would be an ideal position for housing with its easy access to Oxford but will only now add to the problem when people have to move to the area to fill the jobs. b) allowing the development at Templars Square Cowley (within the city boundary) to only have 20% affordable housing? If genuinely trying to meet unmet need then all the new housing should be affordable, low rent or part rent part buy, and be occupied by those working in the area in low paid jobs as key workers or in other essential services. The houses that are proposed will not be affordable, they are purposefully being built around the new station to attract those who wish to move out of London but continue to work there. This is not Oxford's unmet need but an enormous commercial profit scheme and many of the properties will immediately be bought by 'buy to let' landlords thus removing them from the housing market and immediately pushing up prices. 2. Such huge numbers of new residents who will move to the area to buy these houses will have a catastrophic effect on existing residents. The roads are already so full there is no capacity for the 10,000 or so extra cars that will arrive. Housing estates will become clogged with traffic every morning trying to leave. The notion that all will get on a bus every day is ridiculous as for most people the bus does not go where they need to go. Will need at least 3 more primary schools and one more secondary school and triple the number of Doctors surgeries and dentists. Have not seen any mention of this, although all the documents associated with the consultation are so complicated and wordy it is very difficult to find any facts at all. There are few shops to the north of the city. This is unlikely to change and so traffic numbers on the ring road will soar. One of the car parks in Kidlington has already been earmarked for development, but the size of the town is to double with nowhere for cars to go when shopping.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0069 | 12/08/2017 | Shaun | Waine | | | | N |
| 153 | Comments | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0072 | 14/08/2017 | M F | Fawcett | | | | N |
| 160 | Comments | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0073 | 14/08/2017 | Mr & Mrs | Williams | | | | N |
| 165 | Comments | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0074 | 14/08/2017 | Tony | Gregory | | | | N |
| 170 | Comments | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0075 | 14/08/2017 | Vivienne | Brucker | | | | N |
| 175 | Comments | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0076 | 14/08/2017 | Joan | Davies | | | | N |
| 180 | Comments | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0077 | 10/08/2017 | Edmund | Isanski | | | | N |
| 186 | Comments | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-0078 | 14/08/2017 | Mrs E | Witchelo | | | | | N |
| 191 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0079 | 12/08/2017 | Trevor | Elford | | | | | N |
| 195 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0082 | 17/08/2017 | B J | Wintour | | | | | N |
| 202 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0083 | 17/08/2017 | Mrs F M | Berry | | | | | N |
| 207 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0084 | 17/08/2017 | Mrs M | Leach | | | | | N |
| 211 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0085 | 17/08/2017 | Adrian | Smith | | | | | N |
| 216 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0086 | 17/08/2017 | C & E | Rogers | | | | | N |
| 221 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0087 | 12/08/2017 | Mrs D | Innes | | | | | N |
| 226 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0088 | 06/08/2017 | Petr | Stepan | | | | | N |
| 231 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0089 | 16/08/2017 | Margaret Middleditch | Middleditch | | | | | N |
| 235 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0090 | 14/08/2017 | S | Kerry | | | | | N |
| 240 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0091 | 11/08/2017 | Mr & Mrs C | Dabney | | | | | N |
| 245 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0095 | 12/08/2017 | L | Brennan | | | | | N |
| 253 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0096 | 17/08/2017 | Mr N & Dr J | Donoghue & Broderick | | | | | N |
| 258 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0097 | 21/08/2017 | Margaret | Smith | | | | | N |
| 264 | Comments | | | | | | | |
| This development is not justified or a proven requirement. It will change the nature of Kidlington as a village and is therefore undesirable. Already several dwellings have been rebuilt as flats, increasing the population, traffic and demand for services. The timing of the consultation is not good and although I have been able to read up I was not able to attend the public meetings/exhibitions. Please re-think these proposals. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0097 | 21/08/2017 | Margaret | Smith | | | | | N |
| 263 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0098 | 21/08/2017 | Michael | Clapson | | | | | N |
| 268 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0099 | 19/08/2017 | Margaret | Grain | | | | | N |
| 272 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0100 | 18/08/2017 | Kenneth | Clarke | | | | | N |
| 277 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0101 | 22/08/2017 | Mr D | Norris | | | | | N |
| 282 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0102 | 21/08/2017 | D | Burns | | | | | N |
| 286 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0103 | 14/08/2017 | Anne | Hine | | | | | N |
| 291 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0104 | 19/08/2017 | A | Wood | | | | | N |
| 296 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0105 | 19/08/2017 | B & J | Boffin | | | | | N |
| 301 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0106 | 20/08/2017 | Ellen & Dan | Fallows | | | | | N |
| 306 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0109 | 22/08/2017 | Liam | Robbins (& Family) | | | | | N |
| 323 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0110 | 14/08/2017 | Lisa & Mark | Smith | | | | | N |
| 328 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0111 | 21/08/2017 | Jean W S | Moir | | | | | N |
| 333 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0112 | 21/08/2017 | Ian | James | | | | | N |
| 338 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0113 | 18/08/2017 | Mr & Mrs William | Snyder | | | | | N |
| 343 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0114 | 23/08/2017 | Abby | Thomson | | | | | N |
| 348 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0118 | 22/08/2017 | D J | White | | | | | N |
| 356 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0119 | 30/08/2017 | Ailsa J | Allen | | | | | N |
| 361 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0120 | 29/08/2017 | Fiona | Garratt | | | | | N |
| 366 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0121 | 24/08/2017 | Michael | Winterbottom | | | | | N |
| 371 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0122 | 25/08/2017 | Stella | Maidment | | | | | N |
| 376 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0123 | 23/08/2017 | K | Palowska-Benda | | | | | N |
| 381 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0124 | 24/08/2017 | Mrs Lauren | Wellard | | | | | N |
| 386 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0125 | 24/08/2017 | Martin & Pamela | Palmer | | | | | N |
| 391 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0126 | 23/08/2017 | Mrs Audrey | Archer | | | | | N |
| 395 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0127 | 18/08/2017 | S | Byles | | | | | N |
| 400 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0128 | 25/08/2017 | Tracey | Wyse | | | | | N |
| 405 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0129 | 25/08/2017 | Mr A C | Bunce | | | | | N |
| 410 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0130 | 22/08/2017 | David | Sloan | | | | | N |
| 415 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0131 | 25/08/2017 | Fiona | Gibson | | | | | N |
| 420 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0131 | 10/10/2017 | Fiona | Gibson | | | | | N |
| 2311 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0132 | 24/08/2017 | Ms MA | Harwood | | | | | N |
| 425 | Comments | | | | | | | |
| Reason: Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0133 | 25/08/2017 | Mrs Mary | Laina | | | | | N |
| 430 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0134 | 25/08/2017 | Laura | Ugolini | | | | | N |
| 435 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0135 | 23/08/2017 | Henrietta | Batchelor | | | | | N |
| 440 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0136 | 16/08/2017 | Anthony | Gladstone | | | | | N |
| 445 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0137 | 23/08/2017 | Ann | Gladstone | | | | | N |
| 530 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0138 | 24/08/2017 | Mr J M | Ward | | | | | N |
| 535 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0139 | 19/08/2017 | Anthony | Lyne | | | | | N |
| 540 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0140 | 19/08/2017 | Mrs | Evans | | | | | N |
| 545 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0141 | 23/08/2017 | Mrs G P | Savin | | | | | N |
| 550 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0142 | 30/08/2017 | Mrs Christine | Howard | | | | | N |
| 555 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0146 | 30/08/2017 | Paul | Holmes | | | | | N |
| 568 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0147 | 06/09/2017 | J | Wilson | | | | | N |
| 573 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0148 | 04/09/2017 | Mr D J A | Hamblen | | | | | N |
| 578 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0149 | 31/08/2017 | Noel | Heaven | | | | | N |
| 583 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0150 | 03/09/2017 | Christine | Brooks | | | | | N |
| 588 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0151 | 22/08/2017 | Denise | McDonagh | | | | | N |
| 593 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0152 | 22/08/2017 | A & A R | Walton | | | | | N |
| 598 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0153 | 05/09/2017 | Sally | Hope | | | | | N |
| 602 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0154 | 05/09/2017 | Bethan | Gawthorne | | | | | N |
| 607 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0155 | 05/09/2017 | Melanie | Greene | | | | | N |
| 612 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0156 | 05/09/2017 | Mr Charles Henry | Pilcher | | | | | N |
| 617 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0157 | 10/09/2017 | Mr & Mrs N | Barrett | | | | | N |
| 622 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0158 | 10/09/2017 | E M & C G | Brooks | | | | | N |
| 626 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0163 | 20/09/2017 | Mrs Stella | Job | | |
| 629 | Comments | | | | |
| <p>Glad you have extended the consultation period, since the August deadline was entirely inappropriate. However, we have only received leaflets from the SOS campaign & not from yourselves. The plan is helpful in providing much needed houses for the area, so primarily supports it. However: 1. The station at Sandy Lane would be helpful. While we have good links to Oxford centre from Kidlington, the links to Banbury & the north of the county are poor. It is difficult to get into Oxford Station in rush hour to get trains to the north via Banbury, so that would help. However, it is critical that it has good road access & plenty of parking. 2. The traffic at Sainsbury's roundabout & down through Yarnton needs to be addressed. 3. One major improvement to reduce traffic around the Wolvercote roundabout / Frieze Way would be to extend the A34/A44 junction to link directly with the A40. (See sketch provided) - (This is a very rough sketch, but a link such as this would be relatively cheap in highway construction terms, as it requires no grade separation/ bridges, etc., & would only require land purchase of a field. It would reduce the traffic at the Wolvercote Roundabout significantly, by providing a route for A40 traffic to access the A34 more directly. I think this would be much more cost effective than the alterations to the Wolvercote & Cutteslowe roundabouts which were recently carried out at vast expense in terms of construction, disruption to local business & stress to local people, & resulted in only an incremental improvement, if any.) . 4. Pressure needs to put on the relevant authorities for a major upgrade of the A34, probably to motorway status. 5. It's very important to keep GB corridors with some woodland/ wilderness area. My children have enjoyed playing in the area between Grovelands & Begbroke. This is such an important part of childhood, & it's also important for dog walkers & others. That sort of thing has an impact on encouraging an outdoor life which improves health. These areas are particularly important to maintain a firm GB status: a) between the railway & the canal, & generally keeping a green corridor between Begbroke / Yarnton & Kidlington. You seem to be proposing this, though it is rather thin by Grovelands near Harts Close. b) a green corridor at the Old Yarnton Lane track to keep that traffic free walk between the villages. c) around Frieze Way & between the A34 & Bicester Rd. You have provided reasonably well for this. 6. We need a high proportion of affordable housing. We desperately need local housing for local people to work in local jobs. We don't need to provide housing to make Kidlington / Yarnton a town for wealthy London commuters.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0164 | | Margaret | Rockall | | N |
| 633 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0165 | 14/09/2017 | Nicola & Ian | Timbrell & East | | N |
| 638 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0166 | 18/09/2017 | Linda M | Tayler | | N |
| 643 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0167 | 18/09/2017 | Tim | Butler | | N |
| 648 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0168 | 18/09/2017 | C R | Swift | | N |
| 653 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0169 | 19/09/2017 | Mrs M | Sammons | | N |
| 658 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0172 | 20/09/2017 | David | Bevis | | N |
| 666 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-0173 | 21/09/2017 | Tom | Phillips | | | | | N |
| 671 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0174 | 19/08/2017 | Jacqueline | Bevis | | | | | N |
| 676 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0175 | 21/09/2017 | Sue | Crisp | | | | | N |
| 681 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0176 | 18/08/2017 | R | Aust | | | | | N |
| 686 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0179 | 21/09/2017 | William | Underhill | | | | | N |
| 696 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0181 | 20/09/2017 | Kevin | Newton | | | | | N |
| 702 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0185 | 22/09/2017 | Sarah | Wood | | | | | N |
| 713 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0186 | 25/09/2017 | Mrs K | Bartlett | | | | | N |
| 718 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0187 | 22/09/2017 | Pauline | Steele | | | | | N |
| 723 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0188 | | Mrs M | Cooper | | | | | N |
| 728 | Comments | | | | | | | |
| Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0189 | 25/09/2017 | Susan | Oldfield | | |
| 730 | Comments | | | | |
| Wishes to add her voice to her MP, Layla Moran and calls on CDC to suspend immediately the consultation concerning the development proposed for the area around Begbroke, Yarnton and Kidlington. This is in the light of the requirement that Oxford City must review and reduce the figures on which that proposal is based. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-0189 | 02/08/2017 | Susan | Oldfield | | |
| 839 | Comments | | | | |
| Grave concerns as to the reasonableness and validity of the consultation process concerning the proposed new development in the Begbroke, Yarnton and Kidlington area. People have been offered only the minimum possible time in which to respond to the plans. Some documents crucial to the scrutiny process are missing. This prevents people from making a full and considered judgment on the proposals. Rep is asking to suspend the consultation process immediately, at least until the proper documentation is in place. Then Rep believes it would be reasonable for you to offer an eight week period, from that date, for residents and other concerned people to make their responses. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-0190 | 01/10/2017 | Bob | McGurrin | Woodstock Action Group | |
| 1898 | Comments | | | | |
| Concerns over Cherwell District Council's plans to build 4,400 houses to meet Oxford's so called "Unmet Needs" by building 3,990 of these houses on Green Belt land surrounding Oxford. Strenuously object to Policy PR3. The Plan purports that there are exceptional circumstances for building on the Green Belt, viz, "to help Oxford's needs. The reasons why the Green Belt exists are fivefold and the Government has said that it "attaches great importance to Green Belts" (NPPF para 79) except for one escape clause that in, "very special circumstances" it will allow inappropriate and harmful development to the Green Belt to be approved. (para 87) However, 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations." (para 88) Furthermore, NPPF policy, (para 89) states definitively that, "A local planning authority (such as Cherwell District Council) should regard the construction of new buildings as inappropriate in Green Belt." Referring back to the fivefold reasons for the GB, the plan will actually:- cause and perpetuate the unrestricted sprawl of large built up areas; cause the melding of Yarnton and Begbroke into Kidlington and Kidlington being subsumed as a suburb of the city of Oxford; encroach extensively on open fields along the A44 "growth" corridor extending from North Oxford to Woodstock; cause the deterioration of the setting and approach to the Blenheim World Heritage site and the diminishing of the special character of local villages, in particular that of the historic town of Woodstock. The Plan should focus on regenerating and recycling of land within Oxford, e.g., the former Dog Racing Stadium, University Parks, Christ Church Meadow, Magdalen Deer Park, Oxpens Ice Rink, golf course, derelict farmland, increasing density and height of buildings, and prioritising affordable housing over employment sites. The Plan (PR 3) is excessive and unsound and now untenable and superfluous in the light of the national government's more reasonable calculation of housing needed by more than 30% i.e., from 100,000 to 68,000. The so-called "Unmet need" for Oxford would be reduced by about 50% thus neutralising the supposed "very special circumstances" upon which PR3 was concocted. These proposed reductions in housing need would also reduce the number of housing contributions required by local authorities for Oxford's "needs." Ex., Cherwell -33%, Oxford City -47%, South Oxfordshire -20%, Vale of White Horse -33%, West Oxfordshire -9%. Total for Oxfordshire -32%. We know that the these new national government housing projections are not yet official policy and will not be until at least March 2018 around which time there will be a public consultation on these projections. That is why some local authorities, despite these lower housing projections, prominent amongst them being the Cherwell District Council, have decided not to wait until these projections become policy and to rush ahead using current over-exaggerated figures. Why? Gross increases in taxable income? This makes this consultation nothing more than an expensive (to the tax payers) exercise in condescension and of placating the public. The Woodstock Action Group (WAG) in light of the national government's realisation that the current housing targets are flawed, over-calculated and in excess of those actually needed in Oxford, the Cherwell District and the other local authorities, calls for the deletion of policy PR3 from the CDC Local Plan. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-0190 | 07/10/2017 | Dr. Robert W. | McGurrin | Woodstock Action Group (WAG) | N |
| 1625 | Comments | | | | |
| Serious concerns about ponderous, heavily technically laden text of this Plan. Local residents will have had difficulty reading and understanding this excessive publication, no doubt, resulting in reducing the number of residents' representations, especially negative ones. The same trick of scheduling public consultations during holiday seasons. In attempting to negate local action groups' objections planning proposals offer sugar-coated proposals in the hopes of seducing potential residents into buying houses. E.g. Cherwell District Council says that a new railway station between Kidlington and Begbroke would support residents of the proposed housing in those areas. This is very doubtful. Affordable and sustainable transportation on the A44 to and from Oxford and Woodstock. CDC have not come forward with any up to date evidence of a traffic or planning assessment pertaining to the local Environment as related to forecasted transport requirements and their affects upon local residents and commercial interests who stand to be adversely affected by the additional housing along the "growth" corridor of the A44 from Oxford to Woodstock. The A44 through Woodstock and the A4095 in Bladon are operating at peak levels of around 70 to 75%. Major planned developments will substantially increase local traffic, private and otherwise, and this has not been factored into the overall Plan. Consequently, these local highway systems will not be able to cope with or sustain themselves with the massive combined developments planned in Cherwell and West Oxfordshire, specifically on good farmland at the SE quadrant of Woodstock and across the A4095 border in Cherwell. There is no timely register of just when and how these planning proposals will be delivered in the CDC Local Plan, i.e. suitable and sustainable plans to reduce and cope with the inevitable exponential surge of growth in all kinds of traffic on local area roads and specifically, the A44 "growth" corridor from North Oxford and sprawling out to Woodstock. Clarity is needed to warrant the acceptance of a multitude of traffic assessments as being realistic rather than optimistic. Morning and evening peak periods' traffic, already at saturation point, will increase as the number of 2-way daily journeys, private, public and essential, expands. Leading to more time spent on local highways at a much slower speed or gridlock. This will further increase the amount of noxious CO2 and NO2 gases spewed into the local surrounding atmosphere with resultant increases of disabling lung diseases and premature related deaths in the larger local areas. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| WAG call upon the leaders of both the Cherwell and West Oxfordshire District Councils to do the right thing and reduce the number of proposed houses in line with the national government's recent and reasonable lowered calculations of actual housing need in both local areas. | | | | | |

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| PR-C-0191 | | Trevor | Langrish | | N |
| 736 | Comments | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-0192 | 25/09/2017 | Helen | Langrish | | | | | | N |
| 741 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0193 | 23/09/2017 | Mr & Mrs | Lodge | | | | | | N |
| 746 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0247 | 01/08/2017 | David C | Hinde | Begbroke & Yarnton Green Belt Campaign (2) | | | | | |
| 833 | Comments | | | | | | | | |
| <p>BYG are concerned that CDC's consultation is not compliant with statutory framework, not procedurally fair & not reasonable as a matter of law for the following reasons: 1. Insufficient time for review of documents. There are vast numbers of documents to consider comprising thousands of pages & yet CDC have given only the bare statutory minimum period for the Consultation of 6 weeks. (Oxford CC provided 8 weeks for its consultation). This is unreasonable. 2. Consultation taking place over the Summer Holidays. The timing could not be worse as it coincides with the school Summer Holiday season when many people are away on holiday. Indeed we note that the Options Consultation on the proposed CDC PR also coincided with the Christmas holiday season. This is unreasonable & we conclude that both consultations were deliberately timed to avoid the maximum number of relevant residents who will be most affected by the Partial Review being able to participate in the process. 3. Very important documents are missing. As if points 1 & 2 were not serious enough it turns out that important documents which should have been made available by CDC are missing from its evidence base documents suite which has been put out as part of the Consultation. We are still identifying missing documents but at the very least the following important documents are not available when they plainly should be: (provided in table form) PR54 Housing and Economic Land Availability Assessment (HELAA). The HELAA provides important evidence for the development of a Local Plan. The HELAA is required by the NPPF. The HELAA enables planning policy to be devised on the basis of available sites. It is important to the Consultation because the HELAA should include detailed assessments of all sites considered within the Cherwell search areas & will enable a review of rejected sites in comparison with those put forward for development, which in turn is important to respondents in seeking to recommend alternative options. PR36: A44 & A4260 Corridor Study. This document was commissioned by Oxfordshire CC to review the A44 & A4260 corridor & key cross link roads bounded by the A4095 & the A4260 Frieze Way/Peartree Interchange. 5 of the 7 selected sites are either within this area or are located on the boundary. The study takes account of planned development in the area included in the CDC LP. At the time of writing, CDC is working on growth options for a partial review of the LP relating to Oxfords un-met housing need, some of which lie on the A44/A4260 corridor study area. Depending on the growth options taken forward from this partial review, some aspects of the proposals in PR36 may need to be revisited.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| <p>BYG demands that the CDC Submission Plan Consultation be suspended immediately. In order to ensure a reasonable and fair Consultation CDC must: 1. Provide to the general public the documents which we have identified as missing; 2. Confirm that there are no other documents missing which are relevant to the Consultation; 3. If there are any such documents missing, in addition to the ones we have identified, provide to the general public those additional documents as well; 4. Upon the provision of all the missing documents; re-start the clock for the Submission Plan Consultation to run from the day after the provision of the missing documents for a period of 8 weeks to take account of the Summer Holidays which is consistent with Oxford City Council's Local Plan 2036 Options Consultation which started prior to the School Holidays and runs for 8 weeks. Please confirm by return that you will ensure as Leader of Cherwell District Council that the above entirely reasonable demands being made by BYG will be met.</p> | | | | | | | | | |
| PR-C-0247 | 01/08/2017 | David C | Hinde | Begbroke & Yarnton Green Belt Campaign (2) | | | | | |
| 834 | Comments | | | | | | | | |
| <p>Multiple documents have been submitted with this representation. These are summarised as follows. Appendix A: Baseline Data and Evidence. Relevant information gathered through the baseline review is presented on the plans provided in Appendix A. These plans provide a record of the issues & constraints that have guided the development of potential design options. The key points & themes to emerge are summarised in this section but the Appendix A is missing. Appendix B: Stakeholder feedback. The feedback & comments from stakeholders are provided in Appendix B. The key themes to emerge after analysis of the feedback are summarised in the report but are not available for review as Appendix B is missing. Appendix C & D: Design Overview. Plans showing the preferred corridor design are provided in Appendix C. It is unclear if this is the information provided in PR36b. The operation of selected junctions has been modelled for a future year scenario (2031). The findings are discussed in context below, & presented in detail in Appendix D. Appendix D is missing. Appendix E: Design decision. Further to the design notes provided in the report, a record of all design options considered throughout the corridor is provided in Appendix E. This appendix is missing & would seem relevant given the residents of the area may consider aspects of the other options more appropriate given local knowledge. Hard to achieve this if the information is not provided for review & comment. Appendix F: Full Cost Estimates. The main body of the report provides a summary of the total scheme costs. The full cost estimate calculations are provided in Appendix F which is omitted. The report acknowledges the proposed schemes are costly and therefore it would be appropriate to have access to these detailed costs to understand better which elements of the proposals could be cut. As the plans remain unfunded understanding these detailed costings is again very important. The relevance of the above is related to CDC alleged Exceptional Circumstance 9 on page 66 of the Proposed Submission Plan: "The improvement of transport infrastructure in the north Oxford / A44 corridor area." Document PR36 is also included in PR52, Transport Assessment in Appendix 6. The six appendices are again omitted. The inclusion of PR36 in PR52 further underscore its relevance & importance to the process. Without these documents the general public are simply not able to participate in a reasonable and meaningful Consultation as they should be. This is again plainly unacceptable and quite unreasonable & puts in doubt the genuineness of the Consultation. It is quite unreasonable & procedurally unfair for the CDC Submission Plan Consultation to proceed unless & until the missing documents are made available to the general public.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0248 | 03/08/2017 | Iain | Geddes | | | | | | |
| 835 | Comments | | | | | | | | |
| <p>Request Cherwell District Council to suspend the consultation on Cherwell's Partial Review of its Local Plan on the following grounds: • Insufficient time for review of documents • Consultation taking place over the Summer Holidays • Very important documents are missing There is very strong feeling at grassroots level about the unacceptable level of mass housing being proposed in Oxfordshire. It is a great disappointment the your Council, along with others, have conceded to the unverified demands of housing allocation being promulgated by Oxford City Council to meet their so-called 'unmet housing need'. On top of this scenario, it would appear that Oxfordshire is to bear the brunt of Central Government's 'vision' to develop the Cambridge – Milton Keynes – Oxford 'corridor' at the expense the quality of life and place currently experienced by those of us that live in Oxfordshire, and also at the expense of the depletion of wildlife and the natural environment. Your vision seems to be more concrete, more traffic, more pollution – the doom laden scenario of 'business as usual'. Instead of economic growth, you as a Council should be planning for 'sustainable growth / smart growth' where the qualities of the natural environment are placed at the heart of planning. I trust you will immediately respect the request / demand from the Begbroke and Yarnton Green Belt Group for the immediate suspension of the proposed submission Plan for Consultation.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0249 | 01/08/2017 | Prof James C | Briden | | |
| 836 | Comments | | | | |
| Requesting that the current CDC Local Plan consultation be suspended so that essential documents identified by the Begbroke and Yarnton Action Group as missing are made available; and then that a reasonable time – not a minimal time – is allowed for responses. Given that the current consultation period coincides with the peak holiday season at least 8 weeks should be allowed in line with Oxford City’s process. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0250 | 01/08/2017 | Caroline | Briden | | N |
| 837 | Comments | | | | |
| Requesting that the current CDC Local Plan consultation be suspended so that essential documents identified by the Begbroke and Yarnton Action Group as missing are made available; and then that a reasonable time – not a minimal time – is allowed for responses. Given that the current consultation period coincides with the peak holiday season is seems to me that at least 8 weeks should be allowed in line with Oxford City’s process. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0251 | 05/10/2017 | Antonio | Corbi | | |
| 1180 | Comments | | | | |
| Addresses Cllr Barry Wood & thanks him for attending the Kidlington Parish Council public meeting on 21/09/17 & for taking questions on the proposed changes to the LP. Your frank responses reinforced my view ,shared with many others, that CDC does not intend to take the public consultation seriously. That it is listening only to the development lobby & running scared of litigation. Tellingly, most of the reasons given in the LP for building on the GB North of Oxford read as if they have been copied & pasted from some Local Enterprise / Oxfordshire Growth Board strategy document for capitalising on cashing in the land value. You dismissed suggestions to wait on the outcome of the current Government consultation that could well show that the current SHMA housing targets are perhaps double what is needed. You seemed remarkably unconcerned by the possibility Cherwell is committed to many more homes than it really needs & seemed determined to compound the error by building homes that Oxford City doesn’t need in the most inappropriate and vulnerable part of the Green Belt. Your defence was twofold: that the SHMA target doesn’t need to be accurate so long as it has been approved via the correct process, if a new formula were introduced that slashes the existing target you were confident in the Council’s ability to find ways to keep housing need projections at the current level. Do you really think that this is an appropriate & professional response to serious & legitimate concerns? Never saw such a blatant display of official contempt for both the probity of the Council’s conduct of an evidence based process & for public scrutiny. It is most important to be sure the housing target is as accurate as possible. Recall the initial LP Examination in Public saw Cherwell’s case thrown out for not meeting newly revised SHMA targets. It had to go back to the drawing board to double the housing numbers. Is that not a clear pointer toward the need to stop & rethink – to apply your vaunted ingenuity to bring the numbers down? This requires making a clear separation between need (which is finite) and demand (which is massive & almost infinite). Cherwell already has a massive new build commitment & a LP in place. It need not rush to add more. It certainly should not progress a process designed to take land out of the GB against a background of heightened uncertainty magnified by Oxford City not having a LP in place. I urge you to take a principled stance in your role as Leader of the Council & our representative on the Growth Board. Please do everything in your power to apply the safety brake. I think the 400+ members of the public present at Exeter Hall on Thursday made their feelings clear & gave you a mandate to change direction. It is time our elected representatives acted to re-open the housing need question. CDC should work with the Growth Board to withdraw support for allocating Oxfor’s unmet housing pending an urgent review of the underpinning housing need projections. If you really are unwilling or powerless to Stop Oxford’s Sprawl and save our GB then perhaps it is time to resign. No one of principle would want to preside over the urbanisation of Oxford’s GB. History will not forgive you. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0251 | 17/09/2017 | Antonio | Corbi | | |
| 863 | Comments | | | | |
| Unhappy & concerned about short consultation period being held over the summer months. Oxford City Council should meet their own unmet needs, not their neighbours. Their needs have been overstated & the council will have all powers to cover these. Passing their responsibilities to other councils is a good strategy but it is irresponsible. It seems that CDC is more interested in meeting the request of Oxford CC than hearing its own people. An additional 4,400 houses for the district by 2031, over & above that allocated in the adopted part of its LP is outrageous! 1. The LP Review is intended to only accommodate Oxford’s “unmet need”, but this is substantially overstated & Oxford has not satisfactorily identified the amount of it they might not be able to meet. Oxford is capable of accommodating all or almost all of it by switching land earmarked for businesses to housing instead. It is premature for CDC to even start the process of accommodating it. 2. The Council’s LP Review is not just to build in the GB, but to attack the core principles on which GB’s depend. Even if Oxford’s inability to accommodate its own housing need was real & had been properly quantified Oxford could and should meet it elsewhere than in the GB, which 3/4 of its own voters want to see protected. 3. Sustainability - Although you say the most sustainable option is to build on the GB, to it is the very definition of unsustainability. It should be located the sustainable sites it has identified elsewhere in the district. 4. Density - In the adopted part of its LP & in this Review you waste land by proposing to build at very low densities. This is an unsustainable waste of a vital resource, & higher densities would produce the more affordable houses people actually need. 5. Transport - You say the housing could be supported by a new railway station ‘between Kidlington & Begbroke’ but this is unlikely to be deliverable. The plans should be put on hold until the Oxford to Cambridge Expressway route is settled, the East-West railway is re-opened & the full extent of the expansion of Bicester is agreed, with its possible new transport infrastructure. 6. Any new high-tech employment sites in the district should be focused at Bicester where large numbers of houses are already being built/have been provided for on the basis that high-tech employment would be provided, but this has not yet been forthcoming. 7. The planned housing for Yarnton will put undue stress on the rather weak local infrastructure & services, which are practically non-existent & damage the rural environment. Many neighbours are already abandoning this area. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| The Council should set much higher density targets on building properties. | | | | | |
| PR-C-0251 | 02/08/2017 | Mr Antonio | Corbi | | |
| 838 | Comments | | | | |
| Requesting that the current CDC Local Plan consultation be suspended so that essential documents identified by the Begbroke and Yarnton Action Group as missing are made available; and then that a reasonable time – not a minimal time – is allowed for responses. Given that the current consultation period coincides with the peak holiday season is seems to me that at least 8 weeks should be allowed in line with Oxford City’s process. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0253 | 02/08/2017 | Layla | Moran | | |
| 840 | Comments | | | | |
| Requests an extension of time on the public consultation on the Cherwell Local Plan. The Begbroke and Yarnton Green Belt Campaign refers to missing documentation in the Local Plan Partial Review. These are important omissions, and residents have been in contact with their concerns about the shortness of the consultation period. There are over 200 pages of consultation documents, even without those omitted, residents will not have time to read, digest and respond to this in a satisfactory manner over this period. Fully support BYG’s call for a suspension of the consultation period until the missing papers are made available. If the consultation can be extended, or begin again once all the documents are available. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - Consultation Process

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| PR-C-0254 | 19/09/2017 | Denise | Greenspan | | | | |
| 841 | Comments | | | | | | |
| <p>Complete and unequivocal objection to Cherwell District Councils plans to build Oxford City housing on the Yarnton and Begbroke GB. Objections to the threat to wildlife and creeping urbanisation of our cities and further objections to consultation process. Suggests approaches to ribbon development. The plan is based on flawed and out of date information (pre-Brexit data and a discredited SHMA). With regard to increase in traffic a CDC representative at the exhibition in Begbroke village hall felt that there would only be a 1.2% increase, there is simply no way that tripling the size of the village will lead to only a 1.2% increase in traffic. Objections are: 1. The loss of vast swathes of countryside and wildlife around Yarnton 2. Irreversible harm to the history and identity of the village 3. Traffic gridlock on the A44 – it already takes one hour to get from Yarnton to Cowley each morning and no amount of bendy buses will improve that because there is only room for one lane in each direction over the bridge. 4. Air pollution from said increased and gridlocked traffic 5. Lack of water supply – Thames Water has informed me that water will be brought in from Wales. The reservoir that South Oxford is trying to build is to support the water supply in London – only 20% of it, if it is ever actually built will be allocated to South Oxford. 6. Ironically then – this proposal would also lead to an increased flood risk. 7. Closure of Sandy Lane – this is a busy thoroughfare between Yarnton and Kidlington, its closure would require a 3 – 4 mile detour in either direction - leading to even more traffic on the A44 8. Since this is housing for Oxford City it should be said that this is just too far for public transport in to the city; it would take me more than 2 hours each way, by bus, to get to my office in Cowley. It takes 2 hours to get to London. This plan would end up being London housing, not Oxford City. Oxford City should be exploring other non-greenbelt sites closer to the city. As well as having higher density targets within the inner city or perhaps building where better infrastructure has already been provided, such as Bicester.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0258 | 31/07/2017 | Kazia | Kantor | | | | N |
| 845 | Comments | | | | | | |
| <p>Consultation period is far too short. The 6 week period you have approved is the minimum that can be given and to apply this over the summer holiday period, strikes me as being unreasonable and undemocratic. You well know the volume of documents each resident must read through and absorb in order to appreciate the full extent of the proposed plans; estimates that there are nearly 2,500 pages of technical "stuff "(which would be a challenge to anyone let alone a lay person) and then there are a significant number of additional documents with supporting evidence which also have to be studied in order to reach a thoughtful conclusion. How can you reasonably expect that those residents ,who will be significantly affected by CDC's proposals, can deal with so much in such a short time and particularly when most have full time day jobs and many will have family commitments over the holiday period. One is driven to conclude that Cherwell District Council is behaving cynically and undemocratically. Despite the hand-ringing at the Council meeting when the Council approved this plan, there appears to be no intent or action by the Council to serve the best interests of its electorate; this is hugely disappointing! Urges the Council to put pressure on the planning department to extend the consultation period to the maximum. It is important that the electorate have faith in their elected representatives and that they have time to assess the plans that will have such a significant impact on their lives.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0259 | 02/08/2017 | Peter | Nicholson | | | | N |
| 846 | Comments | | | | | | |
| <p>The 6-week deadline for responding to the Consultation is too short. Requests that it is extended. This is because: a) the consultation is being held over the Summer holidays when many people are away on holiday and unable to read and research the 2,000+ pages of information, much of which is written primarily for specialists and not ordinary people, and therefore requires considerable time to read and consider b) some vital documents are missing from the evidence base, these being (i) the PR54 Housing and Economic Land Availability Assessment, the publication of which is stated to be "imminent, but which (2 weeks into the consultation) has not yet appeared on your website, and (ii) the Appendices for the PR36 A44 & A4260 Corridor Study, which contain crucial diagrams and stakeholder feedback information (among other evidence) which is needed in consideration of a response to this document. Considers that, owing to the omission of the documents in (b), which are required in your consultation, and the extremely complex nature of the rest of the evidence base which has to be read, you should order the Consultation to be restarted on production of these documents and for a longer period than the statutory 6 weeks. Also asks why it is that the responses to practically every question in my last representation in this consultation the process was not summarised accurately, but instead were lazily curtailed with a comment along the lines of "a more detailed discussion of these issues is provided in the consultation"? Appreciates that officers' time is limited when dealing with these responses, but when comparing the summaries of my responses to the questions in this document with others', it is clear that many other responses have had longer summaries to the same questions and have not been censored in the same way. Raised many valid points in each of my answers; these have not been highlighted properly in your summary, and would appreciate an explanation for this.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0260 | 01/08/2017 | Dr Rhian | Pye | | | | |
| 847 | Comments | | | | | | |
| <p>Insists that the Council increase the time allocated for the public consultation into the CDC partial review relating to the building of 4,400 houses in the vicinity of Begbroke, Yarnton and Kidlington in order to meet Oxford's so-called 'unmet housing need'. Should the proposed vast numbers of houses be built in this area it will undeniably have a large negative effect on the local communities of these three villages. Therefore it is clearly unreasonable, not to mention highly disrespectful to residents in these communities, to permit only the minimum time allowed for the public consultation process. Residents should be permitted eight weeks to study and respond to the vast number of documents included as part of this consultation, as is the case with the public consultation currently being carried out by Oxford City Council. Secondly, it is also unreasonable and unfair for CDC to conduct the partial review consultation at such a time as to exactly coincide with the school summer holidays when many residents of this area will be away on holiday and therefore unable to participate effectively in the consultation process. This is particularly unreasonable as CDC chose to run the previous consultation over the Christmas holiday season when again it would have been likely that some people would have been unable to effectively participate in the consultation process as is their right. It appears to me that CDC are actively working to limit the opportunities for local communities to respond to these proposals. This is clearly fully against the ideals of a democratically elected local council. In studying the documents related to this consultation it has come to my attention that certain documents, or appendices to documents, are not available for the public to review. These include PR54 - the Housing and Economic Land Availability Assessment (HELAA) which is required by the NPPF, and information relating to the transport infrastructure of the A44 corridor. Residents of Begbroke and Yarnton in particular have every right to have full access to the plans CDC have for attempting to limit the negative impact the additional houses will have on local transport routes such as the A44, particularly bearing in mind that these are already struggling to cope with the current levels of use.</p> | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-0262 | 01/08/2017 | Dr Richard | Pye | | | | | | |
| 849 | Comments | | | | | | | | |
| <p>Insufficient time for review of the documents- Proposed Submission Plan document is 198 pages long and is underpinned by a massive evidence base. Despite the wealth of information to review, Cherwell District Council has provided the minimum statutory period for the consultation of only six weeks. This is extraordinary. Oxford City Council who have provided eight weeks for their consultation process for their Local Plan 2036 Preferred Options. Unreasonable for Cherwell District Council to provide such a short review time period. The timing of the consultation coincides with the summer holidays - It is not acceptable. It is particularly frustrating that Cherwell District Council has not provided more consideration to the timing having run the first stage of this process to review the Options Consultation over the Christmas and New Year holidays. This latest poor judgement on when to time the current consultation process leaves one to assume that this is a deliberate tactic from Cherwell District Council to preclude its residents from being able to fully engage and respond meaningfully as part of this important process.) Incomplete evidence with documents missing - Further frustrated to find that key documents that should be available as part of the evidence base that underpins Cherwell District Council's plans are missing. Given the depth of information to wade through, concerned that other documents are missing including: a) A high-level Housing and Employment Land Availability Assessment, which is key to understanding how the new housing plans have been developed (PR54). B) Six appendices relating to infrastructure improvements in the north Oxford/A44 corridor area (PR36). Notes that PR36 is also included in PR52, Transport Assessment, in Appendix 6. Again the six appendices from PR36 are omitted. The inclusion of PR36 in PR52 further underscore its relevance and importance to the consultation process. Without access to the above documents, it is not possible to participate in a reasonable and meaningful manner to this important consultation process. It is therefore unreasonable for Cherwell District Council's Submission Plan Consultation to proceed until all of the missing documents are made available to the general public. To remedy this situation suggests the following reasonable demands: 1. Provide access to these missing documents to the general public. 2. Confirm that there are no other documents missing that are relevant to the consultation. If documents are missing, please make these available to the general public for review and consideration. 3. Once all documents are made public, re-start the clock for the Submission Plan Consultation to run from the day after all documents are provided, and that this consultation runs for a full eight weeks. Given the whole plan is considering Oxford City Council's unmet need, it seems fair and reasonable that Cherwell District Council act in a manner that is consistent with its neighbouring council.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0262 | 10/10/2017 | Richard | Pye | | | N | | N | |
| 5580 | Comments | | | | | | | | |
| <p>The Proposed Submission Plan is 198 pages in length and is underpinned by an evidence base comprising 72 documents, many of which are in multiple volumes. Given the size of the development and requirement for the removal of land from the Oxford Green Belt, the length of the consultation is inadequate and should have been longer. It is not possible to fully review all of the evidence and provide the detailed response that this PSP warrants. Incomplete evidence base such as the Housing and Economic Land Availability Assessment (PR54) and the A44/A4260 Corridor Study (PR36, incorporated as appendix in PR52). These were not published until 25 August 2017. There are a large number of inaccurate details within the evidence base. This is notably with the RAG assessment metrics that were used in site selection.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| <p>For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> | | | | | <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | |
| PR-C-0264 | 31/07/2017 | Peter & Valerie | Green | | | | | | |
| 851 | Comments | | | | | | | | |
| <p>Concerned that the consultation period for your proposed plan for the extensive building on our green belt area is far too short, allowing only six weeks. Suggests the period is increased to at least ten weeks and order the Planning Policy Team to do this so as to be in line with other local authorities.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0265 | 02/08/2017 | Ellis | Davies | | | | | | |
| 852 | Comments | | | | | | | | |
| <p>Bitterly complain the way that Cherwell District Council has treated the whole process of the Partial Review of Oxford's Unmet Housing Need. There are a number of points to raise: 1. Both consultations have cynically been taken by CDC, have been held over periods when people are unlikely to have much time. The first consultation during Christmas holidays and this second one during Summer holidays. The consultations have been set at the minimum period of six weeks whereas other councils across the country including Oxford gave more time for the electorate to consult on such massive development. 2. The vast number of documents and their complexity require a lot time and effort to be able to be addressed and a lot of them are not available. With such an important and controversial consultation the Cherwell website should give prominent importance so that the public, across Cherwell District are aware of what is going on. There is no obvious link to the consultation process and this was even admitted by CDC staff and a district councillor that it was difficult to find the relevant location for the information. Have been informed that many of the documents relevant to the consultation process are unavailable or are missing. It must be noted that the six week consultation leaves very little time for the general public to comment if they only become aware when the public exhibitions are held in their parish, especially for Begbroke which is being held on 2nd August 2017, which leaves less than a month for Begbroke and only two weeks for Kidlington. Where are the democratic principles of CDC, and what is the purpose of CDC and its district councillors with their failure to properly consult with the parishes that very much affected? The impact of a vast development within the green belt is of such importance the public should have been made fully aware and therefore request that a deadline for closure of the consultation should be extended.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0266 | 30/07/2017 | Dr Neil | McCulloch | | | | | | |
| 853 | Comments | | | | | | | | |
| <p>Appreciate that this 6 weeks consultation is the minimum required by law. However, since it is being held over a period in which almost everyone is away on holiday, it is likely that consultation will be much less than it should be for a such a major issue. Moreover, the previous consultation happened over the Christmas period where again the ability of citizens to participate was likely to be less. Given the importance of the issue and the need for local citizens to not only be consulted, but to feel that they have been properly consulted, am writing to formally request that you extend the consultation period for at least a further month so that people can continue to put forward their views on the issue in September when far more people will have returned from holiday and will be able to focus on the issue.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-0267 | 02/08/2017 | John | Burford | | | | | | |
| 854 | Comments | | | | | | | | |
| <p>Very disappointed to note that the MINIMUM 6 weeks has been given for consultation on this massive proposal to add Yarnton and Begbroke to the sprawl coming up from the Pear Tree junction Understand that you needed to kowtow to the City yet possibly make some limited effort to protect the Green Belt and save face....but NO. Your presentation to the council was a straightforward hands in the air surrender to the powers that be i.e. the cosy City & University elites. Please allow more time for the local people, who voted for you when you were a staunch protector of the Green Belt, to consider the full implications of this ruinous assumption-based plan. At least you owe us that.....don't you? What are you frightened of? I hope you might just read this email and think about the two villages that will be trashed and subsumed by this 3rd rate plan on the table.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-0271 | 31/07/2017 | Lynne | Whitley | | | | | |
| 858 | Comments | | | | | | | |
| Resident of Yarnton. The proposed major developments on land both sides of the A44 between Yarnton and Begbroke will effectively merge Yarnton with its neighbouring villages Begbroke and Kidlington. Very surprised that you are expecting your constituents to read all the technical documents and respond in such a short time frame to the consultation for these developments. Residents have 3-4 weeks to consider and comment on a simple minor household planning application. This is a major development and the timescale and timing of this consultation is totally unrealistic for people to have chance to visit exhibitions and read all of the documents available, particularly in school/general summer holidays and then provide a considered response. Understand that 6 weeks is the minimum statutory consultation period required. Disappointed that Cherwell District Council have chosen not to provide a longer and more reasonable timeframe that reflects the complexity of such a development that includes major infrastructure changes to Yarnton and the local vicinity (or indeed should include major infrastructure changes). Request that Cherwell District Council extend their 6 week consultation period for a more realistic timescale of at least 10 weeks. Know that other residents of Yarnton and Begbroke would appreciate this extension. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0318 | 19/08/2017 | Judy | Davies | | | | | |
| 956 | Comments | | | | | | | |
| Object to the way this consultation process has been delivered. The timings and opportunities to be able to respond we're unfair. Many people are not aware of the proposals. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0320 | 22/08/2017 | Dr Maria Carmen | Giraldez | | | | | N |
| 943 | Comments | | | | | | | |
| Objection to unreasonable consultation process. Complexity of consultation and timing over the school summer holidays. Not a fair opportunity for members of the public to read, understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0336 | 10/10/2017 | Kevin | Bezant | | | | | |
| 5526 | Comments | | | | | | | |
| This has been a sham. Consultation periods have been held over holiday periods. The second consultation period has only been extended in response to a legal threat concerning the lack of an important document in the evidence base. Cherwell have ignored the objections it received from the first consultation and will no doubt do the same from the second. Cherwell is only going through the process of these consultations because it is obliged to. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0340 | 04/08/2017 | Joe W | Martin | | | | | |
| 976 | Comments | | | | | | | |
| The briefest legal time for consultation on the proposed housing developments in Begbroke, Yarnton, & Kidlington – and at this time of year when many people are away on holiday – is not at all what residents of Cherwell District Council have the right to expect from their District Council officers. The timing elements noted in the Council for the Protection of Rural England’s comments on the proposals are well-considered, relevant, & important. Please, please, at the very least, extend the consultation time to ten weeks minimum to be more in line with more typical Council practice. Even better, postpone the whole process in line with CPRE’s comment: “The Local Plan Review is intended only to accommodate Oxford’s “unmet need” for housing but not only is Oxford’s total housing need substantially overstated, Oxford has not satisfactorily identified the amount of it they might not be able to meet. In CPRE’s view Oxford is capable of accommodating all or almost all of it by switching land earmarked for businesses to housing instead. It is therefore premature for Cherwell to even start the process of accommodating it.” | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0341 | 04/08/2017 | Suzanne | Mclvor | | | | | |
| 977 | Comments | | | | | | | |
| The consultation period of six weeks for the Local Plan partial review is too short to allow the average individual time to read it, digest it, take a week’s holiday, and then respond. In the same vein choosing to run the consultation over the summer holiday period is a shoddy way to treat neighbourhoods that stand to be greatly affected by your proposals. While the Council may be fulfilling its statutory responsibilities it is not fulfilling its moral obligation to allow locals the opportunity to respond in a meaningful way. Appreciates that there are time issues with the plan but would urge CDC to extend the consultation period to allow residents time to respond. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-0344 | 22/08/2017 | Prof John | Batchelor | | | | | N |
| 5295 | Comments | | | | | | | |
| <p>With regard to the timing of the consultation process, it is symptomatic of the underlying cynicism implicit within the management of the Cherwell Local Plan that the timetable was originally timed to coincide with the school holidays. Am encouraged by the fact that Cherwell has been forced to back down over this and extend the deadline. In summary and underpinning my arguments above, is that the proposed use of Green Belt land is wholly unacceptable. Green Belt legislation in the south of England has been invaluable in protecting historic cities and villages and ensuring that there is NOT one huge urban sprawl with Oxford as its centre. The Green Belt area surrounding Kidlington is beautiful recreational land dotted with historic villages and ancient buildings, in particular St Mary's Church in Kidlington. The spire of St Mary's has been a landmark for hundreds of years and is visible standing within an uninterrupted green landscape from footpaths cycle tracks and fields to the north of Kidlington, through Hampton Poyle, Hampton Gay, Bletchington and beyond towards Kirtlington, and these areas harbour and conserve a wide variety of beautiful wildlife. The Green belt legislation is an essential safeguard in an overpopulated country. The policy states that it should be violated only in 'exceptional circumstances.' The present circumstances are not 'exceptional'. Kidlington is not part of Oxford, and there is no case for forcing Kidlington to help solve Oxford's problem. The Plan as a whole is not sustainable. I would like to add today, 22nd August, that I would echo George Osborne's fresh intervention this week in which he seeks to revive the pressure for improved transport and business stimulus in the north of England. If this wholly sane policy were to be adopted the present intolerable pressure on the south of England would be eased.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0345 | 04/08/2017 | Maya | Ellis | | | | | |
| 461 | Comments | | | | | | | |
| <p>Resident of Yarnton village, located in the centre of the proposed controversial development of over 2,500 new homes that will engulf my home, neighbours and village. This is a major development on designated green belt that will effectively merge Yarnton with its neighbouring villages Begbroke and Kidlington. Started to review the technical documents available online on the Cherwell District Council website and am astounded that you are expecting your constituents, hugely impacted by such a high density complex development, to read all the technical documents and respond in such a short time frame. A simple minor household planning application takes 8 weeks for your council to consider and respond. This is a major development and the timescale and timing of this consultation, exacerbated over the school summer holidays, is wholly unrealistic for myself we some knowledge of the planning industry and resources to hand, let alone a lay person to digest and provide a considered response. Understand that 6 weeks is the minimum statutory consultation period required. Astounded and disappointed that our County Council have chosen not to provide a longer and more reasonable timeframe that reflects the complexity of such a development that includes major infrastructure changes to Yarnton and the local vicinity. Respectively request that Cherwell District Council extend their 6 week consultation period for a more realistic timetable of at least 10 weeks.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0354 | 15/08/2017 | Maura | Cordell | | | | | |
| 987 | Comments | | | | | | | |
| <p>Glad that the consultation has been extended to enable local residents to put forward views of this development which is to meet the needs of a council which is not the one that serves the Kidlington area</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0403 | 27/09/2017 | Todd | Huffman | | | | | N |
| 1042 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0443 | 10/10/2017 | Linda | Browning | | | | | N |
| 3187 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0447 | 03/08/2017 | David | Hipkiss | | | | | N |
| 848 | Comments | | | | | | | |
| <p>Very concerned Cherwell resident who lives in the middle of the PR8 parcel of land that is slated for the development of, 'a new urban neighbourhood'. Attempting to construct a review of the publicly available data to allow the submission of an evidence based objective assessment of CDCs plans to meet 'Oxford's Unmet Housing Need is a challenge due to the many thousands of pages of data and evidence to review and short period of time over the summer holidays, the timing of which seems to be somewhat of a co-incidence, and perhaps designed to minimise the number of observations and objections. Expresses surprise that several seemingly important reference documents are absent or simply missing from the data pack and online data room. The missing documents include but are not limited to PR54 Housing and Economic Land Availability Assessment (HELAA) and PR36: A44 & A4260 Corridor Study - None of the 6 Appendices (A to F) are provided; these are critical as the deal with Baseline Data and Evidence, Stakeholder Feedback, Design Overview, Design Decision, Full Cost Estimates.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0452 | 04/09/2017 | Mary | Lunn | | | | | N |
| 2964 | Comments | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-0454 | 22/08/2017 | Hilary | Lord | | | | | N |
| 318 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0488 | 06/10/2017 | John | Pilgrim | | | | | N |
| 1230 | Comments | | | | | | | |
| The Consultation on the Proposed Submission Plan has, like its predecessor, been poorly publicised. Planning the consultation process for the main holiday period was very disappointing and the public (which the council exists to serve) only had the opportunity to comment due to intervention by our local MP and Kidlington Development Watch which forced Cherwell to extend the consultation period. Cherwell should have done more – via Cherwell Link article and all other means available, to raise public awareness of the possible loss of Green Belt via this proposed revision of the local plan. The consultation papers are over long and difficult to assimilate in a short time. It is understood that the Council does have discretion on the timing of a public consultation. Choosing to hold the consultation and public exhibition in Kidlington over the summer holiday period was unreasonable. Cherwell District Council appears to be more concerned with following the process of consultation than considering the views of local residents and acting on what people are telling them. This was borne out by Councillor Wood's shameful performance at the Kidlington Parish Council public meeting on 21st September. Councillor Wood appears to have no regard for the probity of the Council's conduct of an evidence based process and for public scrutiny. It is most important to be sure the housing assessment estimate is as accurate as possible. So much relies on it. The initial Local Plan Examination in Public saw Cherwell's case thrown out for not meeting newly revised Strategic Housing Market Assessment targets. Not one of the Council's twenty four questions mentioned the GB or asks about the acceptability of development in the GB – perhaps the most important matter of all. The Council must act professionally this time and take account of new lower government estimates of housing need. In conclusion wish to emphasise that object in principle to building on the Green Belt and consider that the excessive and overwhelming housing development proposed is unjustified, unsustainable and totally unacceptable. There are alternative sites available in Oxford which are more suitable for Oxford's requirements and their development will have the benefit of assisting in urban regeneration in the city by encouraging the recycling of derelict and other urban land. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0509 | 08/08/2017 | John, Laura & Benito | Wainwright | | | | | N |
| 2522 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0548 | 09/10/2017 | Clive | McDonnell | | | | | N |
| 1365 | Comments | | | | | | | |
| Objects to proposed plan & sustainability appraisal. It is inconsistent with the NPPF because it fails to provide sustainable development, ensuring a better life for current/future generations. It fails to: Promote realistic sustainable transport; Protect GB; Meet the challenge of climate change & resultant flooding; Conserve and enhance the natural and historic environments. The consultation process has been unreasonable. I object to the complexity of it, with the demand that representations are made on a specific form, and being timed over school holidays. CDC failed to give the public an opportunity to digest the proposals & make their views known. Considers the proposed submission plan, associated policy maps and sustainability appraisal to be unsound, not positively prepared, not justified and not effective for the reasons detailed in specific objections and comments. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0548 | 09/10/2017 | Clive | McDonnell | | | | | N |
| 5399 | Comments | | | | | | | |
| Objects to proposed plan & sustainability appraisal. It is inconsistent with the NPPF because it fails to provide sustainable development, ensuring a better life for current/future generations. It fails to: Promote realistic sustainable transport; Protect GB; Meet the challenge of climate change & resultant flooding; Conserve and enhance the natural and historic environments. The consultation process has been unreasonable. I object to the complexity of it, with the demand that representations are made on a specific form, and being timed over school holidays. CDC failed to give the public an opportunity to digest the proposals & make their views known. Considers the proposed submission plan, associated policy maps and sustainability appraisal to be unsound, not positively prepared, not justified and not effective for the reasons detailed in specific objections and comments. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0566 | 10/08/2017 | A | Watson | | | | | N |
| 2088 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0595 | 09/10/2017 | Mark | Behrendt | Home Builders Federation | | | | Y |
| 1495 | <p>Comments</p> <p>Since the start of this consultation the Government has published its long awaited paper on the standard methodology for assessing housing needs. Given that this is still a consultation only limited weight can be given to its contents, however it clearly indicates the Government's direction of travel with regard to the OAHN. The assessment of housing need for Oxford City Council set out in this consultation is 800 dwellings per annum, significantly lower than the current expectations. The HBF is yet to make any formal statement on the methodology however we would like to comment briefly on how the standard methodology might apply to Oxfordshire. Key to considering the standard methodology in relation to Oxfordshire is that the OAHN for Oxfordshire was based on either economic growth scenarios or the significant requirement for affordable housing in Oxford City. Consideration of both these scenarios sit outside of the standard methodology which focuses on the uplifts required to address market signals. As the consultation states in paragraph 28 "a reduction in their local housing need compared to the existing approach can be attributed to our method not making a specific adjustment to take account of anticipated employment growth" and goes on to confirm in paragraph 46 that local authorities are able to plan for a higher number than the one established by the standard methodology. Similarly, with regard to affordable housing provision Planning Practice Guidance in paragraph 2a-029 outlines that: "The total affordable housing need should then be considered in the context of its likely delivery as a proportion of mixed market and affordable housing developments, given the probable percentage of affordable housing to be delivered by market housing led developments. An increase in the total housing figures included in the local plan should be considered where it could help deliver the required number of affordable homes." This is a separate assessment to the one for market signals and implies that where there are substantial affordable housing needs that are not addressed by the market signals uplift then an additional uplift to total should be considered. Given that the uplifts made in Oxfordshire related to either economic or affordable housing growth scenarios we consider that the assessed needs as set out in the partial review are a sound basis for planning across the County not just now but in future should the standard methodology be implemented. These growth scenarios are also important in relation to Cambridge – Milton Keynes – Oxford Growth Corridor. In order to support the ambitions for this area the National Infrastructure Commission suggested that there may need to be 23,000 new homes delivered per year across the corridor. This is significantly higher than the 15,000 homes required to meet projected population growth. As Government expects plans to be kept under review there will be opportunities to assess needs with its partner authorities in Oxfordshire in order to take account of any changes should these arise. We would therefore encourage Cherwell and all the authorities across Oxford to continue their approach to delivering new development that will meet the needs of the County.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | | | | | Expresses interest in attending any relevant hearing sessions at the Examination in Public | | | |
| PR-C-0606 | 10/10/2017 | Bryant & Margaret | Ambrose | | | | | N |
| 3393 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0606 | 10/10/2017 | Bryant & Margaret | Ambrose | | | | | N |
| 3397 | <p>Comments</p> <p>Consultation Process - although this has now been extended, there has been a great deal of scepticism as to the intention, therefore side stepping the proper democratic process</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0639 | 09/10/2017 | Laura | Walton | | | | | N |
| 1570 | <p>Comments</p> <p>Objection to the consultation process which was unreasonable, unfair and unnecessarily complex. The council have produced a large number of documents in the hope that people won't read all of them and constantly using legal terms, so that you need a law degree to understand what is actually being proposed. At the public meeting held at Exeter Hall 21st September, Councillor Wood managed to anger local residents by not answering their questions. He presented a monologue of why the Oxford had to do this and skirted round the topic as to why villages had to take on Oxfords housing needs. He repeatedly tried to twist what people had been saying (specifically the issue of affordable housing within the development). He has said this is non-negotiable, that they have decided we are having Oxfords housing requirement. This is not consultation; our views are not being listened to. As a single person who has lived in Kidlington all my life, with a well paid job and not on minimum wage, I am unable to afford a house or flat of my own (even affordable housing). What Oxford needs is to build affordable homes within the city boundaries. Instead they are building estates like Barton park with houses that have extortionate prices tags, appealing to people commuting to London with London weighting. The actual percentage of affordable housing built always ends up being lower than the proposed percentage, but is still unaffordable for local people. The main reason put forward for building these 4400 houses is to provide affordable housing for local residents - the proposed plan will not do this. More unaffordable homes built to take London's housing issues at the cost of the GB and local villages are not needed.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0671 | 08/10/2017 | Matthew | Simpson | | | | | |
| 1649 | <p>Comments</p> <p>Apologies for not using your official representation form, except as a guide: it's a rather uninvitingly bureaucratic document to follow, well-exemplified by the 8-line (!) postal address provided at the end.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0694 | 09/10/2017 | Elizabeth | McDonnell | | | | | N |
| 1710 | <p>Comments</p> <p>Objection to the proposed submission plan and sustainability appraisal which are inconsistent with the National Planning Policy Framework in terms of failing to provide sustainable development which ensures a better life for both current and future generations, this is on the grounds that it fails to: <ul style="list-style-type: none"> • Promote realistic sustainable transport. • Protect green belt land. • Meet the challenge of climate change and resultant flooding. • Conserve and enhance both the natural and historic environments. The proposed submission plan, associated policy maps and sustainability appraisal are unsound, not positively prepared, not justified and not effective for the reasons detailed in specific objections. Throughout the proposal no mention is made of the requirements for increased utility provision in terms of electricity, gas, communication and water/sewage infrastructures, this is despite each of these being highlighted as an issue in the sustainability appraisal. Failure to give due consideration to such essential infrastructure needs suggests the proposal is unsound and not effective. The consultation process has been unreasonable. Objection to the complexity of the consultation, with the demand that representation submission be made using specific Council pro-forma and the initial timing over the school summer holidays. The Council failed to give members of the public an opportunity to read and understand the proposals and make their views known.</p> | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

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| PR-C-0700 | 16/08/2017 | Tony | Churchill | | | | | N |
| 2160 | Comments | | | | | | | |
| Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The Green Belt is essential to break up the continuous development between Oxford and Kidlington. The current road system has no spare capacity and so further traffic will create major congestion. The local infrastructure; shops, car parks etc. cannot cope with more residents. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0715 | 21/08/2017 | Dr Victoria | Slater | | | | | N |
| 2762 | Comments | | | | | | | |
| Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0718 | 01/10/2017 | Daniel | Walround | | | | | |
| 1805 | Comments | | | | | | | |
| Very glad that there has been an extension to the consultation period, the original window was totally inadequate. Strongly object to the proposed plans. Would like to express more detail, but with such a short window for consultation it is not possible to fully explore issues within the plans. Also with so much documentation to digest the District Council is failing to allow fair time to review them. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0727 | 10/10/2017 | Bridget | Davidson | | | | | N |
| 1833 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | | N |
| 1854 | Comments | | | | | | | |
| Cherwell's key justification for development of the Green Belt is (item 1) to meet Oxford's urgent need for housing, and notably affordable housing. Not only does it not meet the definition of 'exceptional circumstances' but it is flawed in other important respects. The 2014 SHMA projections of future housing need for Oxfordshire continue to be challenged as overambitious and inflated estimates of future employment growth, measured against current trends and the economic uncertainty of Brexit. The proposed standard methodology for calculating housing need set out in the current NPPF review suggests Oxfordshire's current forecast should be reduced by about a third and Oxford's by a half – considerably lower than the SHMA estimates. The most-recent (2014) DCLG projections of an increase of around 10,800 households in Oxford between 2016 and 2036 is also substantially less than the 28,000 houses Oxford considers necessary to meet its unmet housing need over a comparable time span. Since a realistic and sustainable estimate of future housing need is the critical factor in determining the necessity for Cherwell to accommodate Oxford's unmet housing need, in light of the lower figures arising from the proposed NPPF standardised calculation of housing need, the justification and even legality of Cherwell's current Partial Review must be questioned and the SHMA forecast challenged and reviewed before the consultation process proceeds further. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0736 | 01/10/2017 | Liz & Roy | Moore | | | | | N |
| 1861 | Comments | | | | | | | |
| The democratic validity of this and other public consultations is weak. No individual can reasonably respond to the avalanche (often concurrent) of Oxfordshire's public consultations which have the capacity to profoundly affect their quality of life, and on which they have the right to express their views, in the timescales (of which the three most recent have been over holiday periods) and by the consultation processes currently employ. Reiterate the very serious concerns, also expressed at previous consultations, that this current Partial Review consultation process is too short to allow proper scrutiny of the massive and complex documentation; that it is inadequately publicised (were it not for the efforts of Kidlington volunteers, who notified practically every household in the village, few residents would have been aware that the consultation was taking place); and that document presentation is difficult to access and hard to read. Very few hard copies of key documents are available, and only available to read in public buildings. Readers that can (and a large minority cannot) are forced to access documents on-line, where the list of documents gives little clue to their contents, and where the documents themselves are in double-column format, compounding the difficulty of reading them on a computer screen. The colour registers and hatching in the Key Site Proposals maps contained in the Summary Booklet are a poor match to the keys, the text of the keys is too small to decipher (for the elderly at least!), and the maps are inaccurate – for example in four out of the five maps where site PR6b (largely comprising the golf course) appears it is not labelled as such and is not in the cream colour used to indicate nearby sites, giving a misleading impression of the proposed scale of development. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | N | | N | |
| 5661 | <p>Comments</p> <p>Only a high level Options paper was published at the Reg 18 stage. The Options consultation failed to appropriately communicate that preferred areas of search (A and B) had been identified and that detailed work had been undertaken to assess sites within these two areas of search only. Apart from "guidance on representations" it is not clear that any comments made during the Reg 19 consultation will only be considered as part of the Inspector's examination process, and will not result in a revised plan prior to submission. There is lack of explanation within the plan of "where we are now" in the plan process or discussion of "next steps". This is a fundamentally misleading approach contrary to B.95 of the Local Plan which indicates that "Full public consultation will be central to a "sound" process and outcome." For consultation to be lawful, it must take place when proposals are at a formative stage. Options are already decided for this consultation which is unlawful. Reference made to a letter from Cllr Wood which refers to the Council having to deal with Oxford's unmet need as defined in the SHMA and proceed with the Partial Review as currently timetabled. This is misleading as the Inspector did not require the Council to commit to meet Oxford's needs as assessed in the SHMA, no local policy requires this and neither does the NPPF. The Local Plan has no punitive measures if the two year deadline for the partial review from adoption is not met, and as long as the 5 year housing supply remains there is no real risk of arguments based on failing to meet Oxford's housing need succeeding at appeal. If the Council proceeds as planned, we consider the Inspector will find the Plan unsound due to inadequacy of evidence base and failure to ensure effective consultation and participation by the public.</p> <p>Changes Sought</p> <p>The Council should reconsider its proposals and adapt the status of the Submission Plan to that of a draft local plan being consulted upon under regulation 18. The Council should then (a) take fully into account the consultation responses to date; (b) reassess its draft in light of the standardised OAHN and determination of Oxford's final housing figures.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0791 | 10/10/2017 | Keiron | Ward | | | | N | Y |
| 2030 | <p>Comments</p> <p>Concerned that CDC has progressed with the current Plan despite an overwhelmingly negative response to the Options consultation. Reference made to the public meetings and exhibitions at Kidlington and concerned that public views carries less weight. Raised the issue on why consultations are short and carried out during the most inconvenient periods. The response forms are unclear and people were not be made aware that other forms of responses are acceptable. Concerns over the Statement of Consultation document and how it captured the public comments. Many objections to question 1 in the Options Paper however no change has been made to this. There were no questions on the release of the Green Belt therefore the public were not given an opportunity to express views on this earlier.</p> <p>Changes Sought</p> <p>The plan should be withdrawn and substantially rewritten to reflect the views expressed by the public during the consultation. The Council must rethink and improve it's policy for conducting important public consultations. It must provide information in a user friendly, non-coercive style. It must start listening to other voices than those of the development lobby.</p> <p>Reasons for Participation</p> <p>Would like to be represented by Kidlington Development Watch at the oral examination in public. For the reasons given in the Kidlington Development Watch representation.</p> | | | | | | | |
| PR-C-0834 | 10/10/2017 | Linda | Ward | | | | N | Y |
| 5181 | <p>Comments</p> <p>Concerned that CDC has progressed with the current Plan despite an overwhelmingly negative response to the Options consultation. Reference made to the public meetings and exhibitions at Kidlington and concerned that public views carries less weight. Raised the issue on why consultations are short and carried out during the most inconvenient periods. The response forms are unclear and people were not be made aware that other forms of responses are acceptable. Concerns over the Statement of Consultation document and how it captured the public comments. Many objections to question 1 in the Options Paper however no change has been made to this. There were no questions on the release of the Green Belt therefore the public were not given an opportunity to express views on this earlier.</p> <p>Changes Sought</p> <p>The plan should be withdrawn and substantially rewritten to reflect the views expressed by the public during the consultation. The Council must rethink and improve it's policy for conducting important public consultations. It must provide information in a user friendly, non-coercive style. It must start listening to other voices than those of the development lobby.</p> <p>Reasons for Participation</p> <p>Wish to be represented by Kidlington Development Watch at the oral examination in public.</p> | | | | | | | |
| PR-C-0847 | 28/07/2017 | Dr Michael | Fraser | | | | N | |
| 850 | <p>Comments</p> <p>Frustration at the short period, over the summer holidays, given for the consultation concerning the Partial Review of the Local Plan. It is ridiculous that Cherwell District Council expect residents to consider and respond to over 2,000 pages of documentation. Assumes that Cherwell would not have released a document for consultation unless it was important. Furthermore there are 1000s more technical pages in the evidence base, many of which are crucial to evaluating the soundness of the Local Plan. Six weeks, in the summer holiday period, is entirely unreasonable to hold a true consultation. Therefore, requests that the Cherwell Planning Team is directed to extend the consultation to something more reasonable (e.g. 12 weeks or more). Otherwise asks whether we to conclude that the decisions around the Local Plan have been pre-determined and the consultation is simply a box-ticking exercise? Sincerely hopes that the profound and destructive impact that the proposals would have on Begbroke, Yarnton and Kidlington will not come fruition.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0850 | 10/10/2017 | Colin | Homans | | | | N | |
| 5703 | <p>Comments</p> <p>Poor timing of public consultation and allowing little time for consideration and comment.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0850 | 10/10/2017 | Colin | Homans | | | | N | |
| 2294 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-0851 | 10/10/2017 | Margaret | Homans | | | | | N |
| 2299 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0852 | 10/10/2017 | D | Homans | | | | | N |
| 2304 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0856 | 10/10/2017 | Anne | Clifton | | | | | N |
| 2316 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0857 | 10/10/2017 | Elaine | Oke | | | | | N |
| 2321 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0858 | 10/10/2017 | Katherine | Andrews | | | | | N |
| 2326 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0859 | 10/10/2017 | S | Wentzel | | | | | N |
| 2331 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0860 | 10/10/2017 | Daphne | Hampson | | | | | N |
| 2336 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0861 | 10/10/2017 | | Walker | | | | | N |
| 2341 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0900 | 10/10/2017 | Kieran | Brooks | | | | | N |
| 2426 | Comments | | | | | | | |
| Object to the complexity of the consultation process & it's timing over the school holidays. The council has not given members of the public a fair opportunity to read & understand the proposals & make their views known. The information provided has been inadequate & when documents were made available they were appallingly presented in Kidlington Public Library, piled on a shelf amongst other books & papers, unlabelled & with no signage to direct the public to their location. I had ask their whereabouts from library staff. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0902 | 14/08/2017 | Mrs Elizabeth C | Mills | | | | | N |
| 2432 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0903 | 14/08/2017 | HF | Way | | | | | N |
| 2437 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0904 | 12/08/2017 | Michael | Kavey | | | | | N |
| 2442 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0905 | 22/08/2017 | David | Elvidge | | | | | N |
| 2447 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0906 | 07/08/2017 | Patricia Ann | Heath | | | | | N |
| 2452 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0907 | 11/08/2017 | David G | Hitchens | | | | | N |
| 2457 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0908 | 11/08/2017 | Susan H | Booker | | | | | N |
| 2462 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0909 | 11/08/2017 | Mrs A P | Aust | | | | | N |
| 2468 | Comments | | | | | | | |
| Considers that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given; Thoroughly supports all the objections on the card to PR1a, PR3, PR11 & unreasonable consultation process. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0909 | 11/08/2017 | Mrs A P | Aust | | | | | N |
| 2467 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0910 | 08/08/2017 | J E | Cox | | | | | N |
| 2472 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0911 | 10/10/2017 | Mrs D | Harrys | | | | | N |
| 2477 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-0912 | 08/08/2017 | Michael | Sims | | | | | N |
| 2482 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0913 | 07/08/2017 | Mr A | Leake | | | | | N |
| 2487 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0914 | 07/08/2017 | Moya | Hermon | | | | | N |
| 2492 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0915 | 06/08/2017 | Fred Paul | Brightmore | | | | | N |
| 2497 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0916 | 07/08/2017 | Mrs Patricia | Watson | | | | | N |
| 2502 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0917 | 07/08/2017 | Keith | Watson | | | | | N |
| 2507 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0918 | 10/10/2017 | Kelly | Balliu | | | | | N |
| 2512 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0919 | 07/08/2017 | Kevin & Natalie | Brownsill | | | | | N |
| 2517 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0921 | 14/08/2017 | Ursula | Dawson | | | | | N |
| 2527 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-0921 | 14/08/2017 | Ursula | Dawson | | | | | N |
| 2528 | Comments | | | | | | | |
| Object to PR1a, PR3, PR11, plus unreasonable consultation process. Object to CDC failing to commission and examine an environmental report. It is NOT good enough to leave it to contractors. Strongly Object to CDC not representing the people of Cherwell and choosing to give into pressure from Oxford. Not acceptable. On your website you have 4 priorities; 1. Sound budgets & customer focussed council. You are ignoring the customer. 2. Thriving communities. You are intending to smash the community to pieces. 3. District of Opportunities. Letting Oxford City Council pressure you makes this a ridiculous statement. 4. Safe, clean and green. You are proposing lots of traffic, fumes, getting rid of Green Belt. Why are you proposing to do the opposite of what you state on you website are your priorities? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0922 | 10/08/2017 | C R | Masters | | | | | N |
| 2532 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0923 | 09/08/2017 | David | Barber | | | | | N |
| 2537 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0924 | 07/08/2017 | Mr & Mrs M J | Brown | | | | | N |
| 2542 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0925 | 08/08/2017 | Mrs S M | Atkins | | | | | N |
| 2547 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0926 | 10/10/2017 | M C | Makepeace | | | | | N |
| 2552 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0927 | 07/08/2017 | Moir | Robinson | | | | | N |
| 2557 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0928 | 07/08/2017 | Michael C | Warmington | | | | | N |
| 2562 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0929 | 18/08/2017 | P | Newman | | | | | N |
| 2567 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-0930 | 02/08/2017 | Michael | Pollard | | | | | N |
| 2572 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0931 | 08/08/2017 | Mr & Mrs D G | Nash | | | | | N |
| 2577 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0932 | 08/08/2017 | W L H | Horlick | | | | | N |
| 2582 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0933 | 11/08/2017 | Clodagh | Jakuborin | | | | | N |
| 2587 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0934 | 23/08/2017 | Jack | Li | | | | | N |
| 2592 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0935 | 24/08/2017 | A | Davenport | | | | | N |
| 2597 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0936 | 10/10/2017 | Sheila | Nichols | | | | | N |
| 2602 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0937 | 19/08/2017 | Anne | Sandy | | | | | N |
| 2607 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0938 | 07/08/2017 | Kate | Rendle | | | | | N |
| 2612 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0939 | 16/08/2017 | J | Hill | | | | | N |
| 2617 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-0940 | 16/08/2017 | Felicity | Peacock | | | | | N |
| 2622 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0941 | 14/08/2017 | I | Lyne | | | | | N |
| 2627 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0942 | 11/08/2017 | Mrs B | Bellinger | | | | | N |
| 2632 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0943 | 19/08/2017 | Madelaine | Demport | | | | | N |
| 2637 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0944 | 20/08/2017 | Ylber | Balliu | | | | | N |
| 2642 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0944 | 20/08/2017 | Ylber | Balliu | | | | | N |
| 2646 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0945 | 22/08/2017 | Sidney | Oretagu | | | | | N |
| 2651 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0946 | 19/08/2017 | Michael | Foster | | | | | N |
| 2656 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0947 | 19/08/2017 | Mrs Michele | Allen | | | | | N |
| 2661 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0948 | 16/08/2017 | P E | Clayton | | | | | N |
| 2666 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0949 | 11/08/2017 | John | Holding | | | | | N |
| 2671 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0950 | 10/08/2017 | Mr R M | Gynes | | | | | N |
| 2676 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0951 | 10/10/2017 | Julia | Middleton | | | | | N |
| 2681 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0952 | 10/10/2017 | Mr & Mrs F A | Williams | | | | | N |
| 2686 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0953 | 06/08/2017 | S | Wells | | | | | N |
| 2691 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0954 | 09/08/2017 | Mr Martin | Long | | | | | N |
| 2695 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0955 | 17/08/2017 | M | Blake | | | | | N |
| 2699 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0956 | 13/08/2017 | Margaret | Russell | | | | | N |
| 2076 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0957 | 17/08/2017 | Erdogan | Mustafa | | | | | N |
| 2080 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0958 | 19/08/2017 | Jane | Brooks | | | | | N |
| 2084 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0960 | 10/10/2017 | Mr & Mrs P | Bray | | | | | N |
| 2703 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0961 | 11/08/2017 | Miss S P | Moores | | | | | N |
| 2708 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0962 | 06/08/2017 | J M | Bicknell | | | | | N |
| 2712 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0963 | 11/08/2017 | R | Hardwick | | | | | N |
| 2717 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0964 | 10/10/2017 | C K | Peddy | | | | | N |
| 2722 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0965 | 24/08/2017 | Nicky & Patrick | Forsythe | | | | | N |
| 2727 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0966 | 25/08/2017 | Mrs J D | Spacksman | | | | | N |
| 2732 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0967 | 29/08/2017 | A W | White | | | | | N |
| 2737 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0968 | 30/08/2017 | Jane | Green | | | | | N |
| 2742 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0969 | 10/10/2017 | Kim | Weitzel | | | | | N |
| 2747 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-0970 | 31/08/2017 | G M | Brooke | | | | | N |
| 2752 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0971 | 08/11/2007 | Mrs Claire | Ring | | | | | N |
| 2757 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0973 | 31/08/2017 | Dr Guy | Harrison | | | | | N |
| 2767 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0974 | 22/08/2017 | Mrs Pamela | Lampard | | | | | N |
| 2772 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0975 | 24/08/2017 | Mrs J | Franklin | | | | | N |
| 2777 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0976 | 23/08/2017 | S P | Spacksman | | | | | N |
| 2782 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0977 | 23/08/2017 | R | Lewis | | | | | N |
| 2787 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0978 | 23/08/2017 | Mrs L | Gregory | | | | | N |
| 2792 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0979 | 24/08/2017 | Mrs Margaret | Eynon | | | | | N |
| 2797 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0980 | 10/10/2017 | Ruth | Higginson | | | | | N |
| 2802 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0981 | 13/08/2017 | K | Middleditch | | | | | N |
| 2807 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0982 | 14/08/2017 | Paul | Blake | | | | | N |
| 2812 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0983 | 16/08/2017 | Mr & Mrs J & M | Smith | | | | | N |
| 2817 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0984 | 17/08/2017 | Trevor | Cuss | | | | | N |
| 2822 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0985 | 18/08/2017 | Jenifer | Beesley | | | | | N |
| 2827 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0986 | 19/08/2017 | Farimah | Zarrivi | | | | | N |
| 2832 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0987 | 20/08/2017 | Timothy Kenneth | Simmons | | | | | N |
| 2837 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0988 | 20/08/2017 | Mrs M | Simmons | | | | | N |
| 2842 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0989 | 14/08/2017 | Heather | Field | | | | | N |
| 2847 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0990 | 17/08/2017 | Mr & Mrs G J | Barrett | | | | | N |
| 2852 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0991 | 07/08/2017 | P W | Harvey | | | | | N |
| 2857 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0992 | 21/08/2017 | Paul & Olga | Jones | | | | | N |
| 2862 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0993 | 19/08/2017 | R | Prowton | | | | | N |
| 2867 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0994 | 21/08/2017 | Mr M | Bennett | | | | | N |
| 2872 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0995 | 11/08/2017 | Marian | Adams | | | | | N |
| 2877 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0996 | 19/08/2017 | D | Grant | | | | | N |
| 2882 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0997 | 22/08/2017 | Mrs B M | Brown | | | | | N |
| 2887 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0998 | 12/08/2017 | Geoffrey | Ayres | | | | | N |
| 2892 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0999 | 13/09/2017 | Malcolm | Williams | | | | | N |
| 2897 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1000 | 20/09/2017 | Joan | Leech | | | | | N |
| 2902 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1001 | 06/09/2017 | Paul | Burgess | | | | | N |
| 2907 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1002 | 20/08/2017 | Peter & Amanda | Clarke | | | | | N |
| 2912 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1003 | 10/10/2017 | Mr & Mrs M J | Goodin | | | | | N |
| 2917 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1004 | 20/08/2017 | G W | McIntyre | | | | | N |
| 2922 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1005 | 21/08/2017 | Nicola | King | | | | | N |
| 2927 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1006 | 21/08/2017 | Mrs S | Amiralai | | | | | N |
| 2935 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1007 | 21/08/2017 | Chris & Diane | Hodgkins | | | | | N |
| 2940 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1008 | 17/08/2017 | Anita | Jackson | | | | | N |
| 2944 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1009 | 16/08/2017 | Mrs A | Emberton | | | | | N |
| 2949 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1010 | 20/08/2017 | James | Philpott | | | | | N |
| 2954 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1011 | 23/08/2017 | Tony | Norris | | | | | N |
| 2095 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1012 | 24/08/2017 | T | Norris | | | | | N |
| 2100 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1013 | 23/08/2017 | Reg | Bendall | | | | | N |
| 2105 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1015 | 03/09/2017 | Michael | Trinder | | | | | N |
| 2969 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1016 | 03/09/2017 | Christine | Trinder | | | | | N |
| 2974 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1017 | 17/08/2017 | Mrs | Newing | | | | | N |
| 2979 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1018 | 24/08/2017 | John & Maire | Walden | | | | | N |
| 2984 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1019 | 30/08/2017 | Mrs Janet | Jeffreys | | | | | N |
| 2989 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1020 | 31/08/2017 | Raymond | Suter | | | | | N |
| 2994 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1021 | 30/07/2017 | Jenny | Cooper | | | | | N |
| 2999 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1022 | 25/08/2017 | George | Wakefield | | | | | N |
| 3004 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1023 | 24/08/2017 | Ann | Ayris | | | | | N |
| 3009 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1024 | 24/08/2017 | Rodger | Ayris | | | | | N |
| 3014 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1025 | 08/08/2017 | Eileen | Bloomer | | | | | N |
| 3019 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1026 | 19/08/2017 | Mrs C L | Roberts | | | | | N |
| 3024 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1027 | 24/08/2017 | A A | Green | | | | | N |
| 3029 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1028 | 24/08/2017 | Mrs C | Green | | | | | N |
| 3034 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1029 | 24/08/2017 | Mrs S | Higgins | | | | | N |
| 3039 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1030 | 01/09/2017 | F L G | Ratford | | | | | N |
| 3044 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1031 | 24/08/2017 | David | Blackwell | | | | | N |
| 3049 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1032 | 11/09/2017 | Mr & Mrs | Mayling | | | | | N |
| 3054 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1033 | 17/09/2017 | Peter | Gough | | | | | N |
| 3059 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1034 | 15/09/2017 | Emma | Gough | | | | | N |
| 3064 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1035 | 18/08/2017 | Jo | Gough | | | | | N |
| 3069 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1036 | 18/09/2017 | Andrea | Van Rooyen | | | | | N |
| 3074 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1037 | 25/09/2017 | J P | McArdle | | | | | N |
| 2110 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1038 | 02/10/2017 | Mrs G | Honey | | | | | N |
| 2115 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1039 | 09/08/2017 | David | Payne | | | | | N |
| 2120 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1040 | 05/10/2017 | Dr J D | Priddle | | | | | N |
| 2125 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1041 | 05/10/2017 | Deborah | Quare | | | | | N |
| 3082 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1042 | 03/10/2017 | Rosemary | Werlinger | | | | | N |
| 3087 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1043 | 04/10/2017 | Beccy | McKenna-Jones | | | | | N |
| 3092 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1044 | 13/08/2017 | Dennis, Wendy, Steve | Richens | | | | | N |
| 3097 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1045 | 09/10/2017 | T J | Soanes | | | | | N |
| 3102 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1046 | 09/10/2017 | Tim | Madge | | | | | N |
| 3107 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1047 | 15/08/2017 | G E | Dunn | | | | | N |
| 3112 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1048 | 14/08/2017 | D | Pittick | | | | | N |
| 3117 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1049 | 15/08/2017 | Emma | Luo | | | | | N |
| 3122 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1050 | 18/08/2017 | Ann & Phil | Smith & Urquhart | | | | | N |
| 3127 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1051 | 18/08/2017 | Robert | Bruce | | | | | N |
| 3132 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1052 | 18/08/2017 | Mrs Elizabeth | Bruce | | | | | N |
| 3137 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1053 | 17/08/2017 | TJ | White | | | | | N |
| 3142 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1054 | 19/08/2017 | Sandra | Whitfield | | | | | N |
| 3147 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1055 | 08/08/2017 | Barry | Hiles | | | | | N |
| 3152 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1056 | 24/08/2017 | Mrs Valerie | Brennan | | | | | N |
| 3157 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1057 | 10/10/2017 | S D | Rugg | | | | | N |
| 3162 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1058 | 23/08/2017 | Mr & Mrs | Moore | | | | | N |
| 3167 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1059 | 04/10/2017 | Clare | Phillips | | | | | N |
| 3172 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1060 | 01/10/2017 | Mrs F M | Boolt | | | | | N |
| 3177 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1061 | 02/10/2017 | Peter | Druce | | | | | N |
| 3182 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1063 | 24/08/2017 | L & CF | McKeever | | | | | N |
| 3192 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1064 | 20/08/2017 | E | Morris | | | | | N |
| 3197 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1065 | 23/09/2017 | Norma | Aubertin-Potter | | | | | N |
| 3202 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1066 | 28/09/2017 | Anthony | Andrews | | | | | N |
| 3207 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1067 | 21/09/2017 | Gordon | Tasker | | | | | N |
| 3212 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1068 | 10/08/2017 | Mrs Joyce | Ruiz | | | | | N |
| 3217 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1069 | 23/08/2017 | Louise M | Green | | | | | N |
| 3222 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1070 | 10/10/2017 | A V | Smith | | | | | N |
| 3227 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1071 | 24/08/2017 | Matt | Bassett | | | | | N |
| 3232 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1072 | 27/08/2017 | Julia | Cameron | | | | | N |
| 3237 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1073 | 17/08/2017 | Mr CW & Mrs PS | Armstrong | | | | | N |
| 3242 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1074 | 08/08/2017 | David | Bloomer | | | | | N |
| 3247 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1075 | 21/08/2017 | J | Mills | | | | | N |
| 3252 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1076 | 21/08/2017 | Pauline | Kearney | | | | | N |
| 3257 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1077 | 24/09/2017 | John | Sear | | | | | N |
| 3262 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1078 | 21/09/2017 | Glenda | de la Bat Smit | | | | | N |
| 3267 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1079 | 22/07/2017 | Chris | Eyre | | | | | N |
| 3272 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1080 | 22/07/2017 | Mrs S | Connell | | | | | N |
| 3277 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1081 | 22/07/2017 | D | Knott | | | | | N |
| 3282 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1082 | 22/07/2017 | George A | Innes | | | | | N |
| 3286 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1083 | 22/07/2017 | D | Jones | | | | | N |
| 3290 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1084 | 04/10/2017 | Mr R G & Mrs C | Littlewood | | | | | N |
| 3295 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1085 | 04/10/2017 | Mrs S | Morton | | | | | N |
| 3299 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1086 | 25/08/2017 | Michael S | Bradley | | | | | N |
| 3304 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1088 | 28/09/2017 | Mrs Sheila | Churchill | | | | | N |
| 3313 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1089 | 25/09/2017 | Wendy | Cowley | | | | | N |
| 3318 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1090 | 28/09/2017 | R E | Hunt | | | | | N |
| 3323 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1091 | | June | Boffin | | | | | N |
| 3328 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1092 | 25/09/2017 | Bernard | Boffin | | | | | N |
| 3333 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1093 | 29/09/2017 | Simon | Godsave | | | | | N |
| 3338 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1094 | 28/09/2017 | Mrs | Godsave | | | | | N |
| 3343 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1095 | 05/09/2017 | Jackie & Steve | Garlick | | | | | N |
| 3348 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1096 | 05/10/2017 | Sue | Wrist | | | | | |
| 3353 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1097 | 05/10/2017 | Mr & Mrs | Hand | | | | | N |
| 3358 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1098 | 05/10/2017 | Betty | Laitt | | | | | N |
| 3363 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1099 | 10/10/2017 | Turid | Walsh | | | | | N |
| 3368 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1100 | 09/10/2017 | Vassilis | Karatzios | | | | | N |
| 3572 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1100 | 10/10/2017 | Vassilis | Karatzios | | | | | N |
| 3373 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1101 | 10/10/2017 | Brian | Beesley | | | | | N |
| 3378 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1102 | 09/10/2017 | Sarah | Karatzios | | | | | N |
| 3567 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1102 | 10/10/2017 | Sarah | Karatzios | | | | | N |
| 3383 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1103 | 12/09/2017 | A E | Dudley | | | | | N |
| 3388 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1105 | 10/10/2017 | Mrs Alison | Machin | | | | | N |
| 3401 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1106 | 10/10/2017 | Katrina | Jenkins | | | | | N |
| 3408 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1107 | 10/10/2017 | V | Butcher | | | | | N |
| 3413 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1108 | 10/10/2017 | Roy | Hounslow | | | | | N |
| 3418 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1109 | 10/10/2017 | Hilary | Watkins | | | | | N |
| 3423 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1110 | 25/09/2017 | Miss L | Smith | | | | | N |
| 3428 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1111 | 10/10/2017 | Norman | Davies | | | | | N |
| 3433 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1112 | 10/10/2017 | Miss P | Edgington | | | | | N |
| 3438 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1113 | 10/10/2017 | Linda | Brogden | | | | | N |
| 3443 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1114 | 10/10/2017 | RK | Brogden | | | | | N |
| 3448 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1115 | 10/10/2017 | William | Norton | | | | | N |
| 3453 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1116 | 10/10/2017 | J | Nelson | | | | | N |
| 3458 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1117 | 10/10/2017 | P | Clarke | | | | | N |
| 3463 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1118 | 10/10/2017 | Bryan | Franks | | | | | N |
| 3468 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1119 | 10/10/2017 | R | Wheeler | | | | | N |
| 3473 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1120 | 10/10/2017 | Mrs R | Brown | | | | | N |
| 3478 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1121 | 10/10/2017 | L | Sullivan | | | | | N |
| 3483 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1122 | 10/10/2017 | Mrs Josephine | Lee | | | | | N |
| 3488 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1123 | 10/10/2017 | Mr & Mrs K & J | Abraham | | | | | N |
| 3493 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1124 | 10/10/2017 | Mr M | Stringer | | | | | N |
| 3498 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1126 | 06/09/2017 | Kim | Bennell | | | | | N |
| 3508 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1127 | 14/09/2017 | P & B J | Wood | | | | | N |
| 3513 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1128 | 25/09/2017 | Mark | Gardner | | | | | N |
| 3518 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1131 | 24/09/2017 | Amy & Michael | Shorter | | | | | N |
| 3532 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1132 | 26/08/2017 | Sonya | Willoughby | | | | | N |
| 3537 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1133 | 06/10/2017 | Mrs J & Mr C | Floyd | | | | | N |
| 3542 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1134 | 06/10/2017 | Margaret & David | Dee | | | | | N |
| 3547 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1135 | 05/10/2017 | R D | Walton | | | | | N |
| 3552 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1136 | 06/10/2017 | G | Furry | | | | | N |
| 3557 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1137 | 09/10/2017 | David | Lee | | | | | N |
| 3562 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1140 | 06/10/2017 | Sheila E | Middleton | | | | | N |
| 3577 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1141 | 08/09/2020 | Lawrence J | Middleton | | | | | N |
| 3582 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1142 | 30/09/2017 | Mrs Patricia | Shaw | | | | | N |
| 3587 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1143 | 04/10/2017 | Ray | Norrie | | | | | N |
| 3592 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1144 | 01/10/2017 | M J | Elliott | | | | | N |
| 3597 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1145 | 01/10/2017 | Mrs M | Elliott | | | | | N |
| 3602 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1146 | 04/10/2017 | Daria | Nastri | | | | | N |
| 3607 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1147 | 04/10/2017 | Mik | Ashfield | | | | | N |
| 3615 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1148 | 02/10/2017 | Lucy | Pilgrim | | | | | N |
| 3622 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1149 | 03/10/2017 | Mary | Franks | | | | | N |
| 3630 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1150 | 25/09/2017 | Robin | Cowley | | | | | N |
| 3635 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1151 | 09/09/2017 | Ida D | Leach | | | | | N |
| 3640 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1152 | 12/08/2017 | Georgina | Ashton | | | | | N |
| 3645 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1153 | 12/08/2017 | G | Pollard | | | | | N |
| 3650 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1154 | 16/08/2017 | Lianne | O'Sullivan | | | | | N |
| 3655 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1155 | 11/08/2017 | Emma & Gary | Billingham & Sargent | | | | | N |
| 3660 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1156 | 12/08/2017 | N H | Crombie | | | | | N |
| 3665 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1157 | 12/08/2017 | Joanna | Towersey | | | | | N |
| 3670 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1158 | 11/08/2017 | Richard | Priscott | | | | | N |
| 3675 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1159 | 10/10/2017 | Mrs J | Riordan | | | | | N |
| 3680 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1160 | 06/07/2017 | S | Tonkin | | | | | N |
| 3685 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1161 | 05/09/2017 | Mr & Mrs J | Holland | | | | | N |
| 3690 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1162 | 24/08/2017 | Mr & Mrs L | Lacey | | | | | N |
| 3696 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1163 | 11/07/2017 | Mrs Bettina | Lewington | | | | | N |
| 3701 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1164 | 24/08/2017 | Stephen | Mundy | | | | | N |
| 3706 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1165 | 23/08/2017 | Dr Nika, Jiri | Abu, Faytl | | | | | N |
| 3712 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1166 | 24/08/2017 | Mr Ken | Morris | | | | | N |
| 3717 | Comments | | | | | | | |
| Unreasonable consultation process. Objects to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1167 | 21/08/2017 | Mrs Pauline | Rushby | | | | | N |
| 3722 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1168 | 08/08/2017 | Christopher | Cosby | | | | | | N |
| 3727 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1169 | 11/08/2017 | Jan & Andy | Hodgson | | | | | | N |
| 3732 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1170 | 09/08/2017 | Mr & Mrs M | Fennymore | | | | | | N |
| 3737 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1171 | 12/08/2017 | Matthew | Hunt | | | | | | N |
| 3742 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1172 | 08/08/2017 | Robin | Carey | | | | | | N |
| 3747 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1173 | 30/08/2017 | Mrs M | Henton | | | | | | N |
| 2130 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1174 | 30/08/2017 | Larysa | Yurkova | | | | | | N |
| 2135 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1175 | 14/08/2017 | Mrs J | Townsend | | | | | | N |
| 2140 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1176 | 23/08/2017 | Eileen & Allan | Nicholls | | | | | | N |
| 3753 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1177 | 18/08/2017 | Mr D | Townsend | | | | | | N |
| 3758 | Comments | | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1178 | 11/08/2017 | Christina | Allen | | | | | N |
| 3763 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1179 | 09/08/2017 | Mrs S E | Bullock | | | | | N |
| 3768 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1180 | 10/08/2017 | Mrs A | Brenan | | | | | N |
| 3773 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1181 | 09/08/2017 | Mrs | Baggett | | | | | N |
| 3778 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1182 | 19/08/2017 | Mrs F | Haley | | | | | N |
| 3783 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1183 | 19/08/2017 | Mrs Celia | Wilson | | | | | N |
| 3788 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1184 | 19/08/2017 | M | O'Mahoney | | | | | N |
| 3793 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1185 | 19/08/2017 | N | O'Mahoney | | | | | N |
| 3798 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1186 | 12/08/2017 | Heather | Eustice | | | | | N |
| 3803 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1187 | 14/08/2017 | Mrs J | Butler | | | | | N |
| 3808 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1188 | 10/08/2017 | N B | Tinnion | | | | | N |
| 3813 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1189 | 05/08/2017 | Terence | Yeatman | | | | | N |
| 3818 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1190 | 14/08/2017 | Mrs A | Wyatt | | | | | N |
| 3824 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1191 | 18/08/2017 | Mark | Dilks | | | | | N |
| 3829 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1192 | 23/08/2017 | David & Alison | Cook | | | | | N |
| 3834 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1193 | 08/08/2017 | Robert | Craig | | | | | N |
| 3839 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1194 | 19/08/2017 | Lauren | Bates-Brownsword | | | | | N |
| 3844 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1195 | 23/08/2017 | D | Dean | | | | | N |
| 3849 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1196 | 08/08/2017 | Dianne | Bates-Brownsword | | | | | N |
| 3854 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1197 | 08/08/2017 | Darryl | Bates-Brownsword | | | | | N |
| 3860 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1198 | 23/08/2017 | Malcolm & Joy | Axtell | | | | | N |
| 3866 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1199 | 10/10/2017 | Le | Brun | | | | | N |
| 3871 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1200 | 21/08/2017 | Yvonne | Bunn | | | | | N |
| 3876 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1201 | 20/08/2017 | Alison | Turner | | | | | N |
| 3880 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to moving the golf course to Frieze Farm and building on its site. Its grounds are a positive community asset for future generations, with trees, wildlife, reducing global warming etc. The houses could be built on Frieze Farm instead. This wouldn't affect the occupants and their access to the Railway etc. Kidlington is a safe environment. The roads, infrastructure will be damaged. Sort Oxford spaces out better. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1202 | 08/08/2017 | Mary | Timms | | | | | N |
| 3888 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The leaflet suggests this is 'Oxford's' problem. I know government has set targets for the S E of England, so it's not specific to Oxford. We all have a responsibility to try to alleviate the problems. I am aware of housing shortages. However, councils need to ensure developers who state e.g. 40% of housing will be affordable, remains 40% or whatever they agree to, to obtain PP. Weak councils must not allow developers to change the goals once building starts or allow to sell affordable properties as Buy to Let. Councils must stay strong. Developers must agree to fund extra services e.g. Schools, GPs, roads etc. before completing stage 1, not once they're broken. Re plans, PR7(a) is preferable to building at PR6(b) and PR6(a) but not enough homes. If anything, allow PR8 and PR7(a), this may preserve Green Belt and keep a distance. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1204 | 13/08/2017 | Bridget | Blyth | | | | | N |
| 3896 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective because building on the Green Belt with a massive housing development is unsuitable and unacceptable. It will cause travel difficulties. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1205 | 13/08/2017 | Jake | Bennett | | | | | N |
| 3900 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Building on Green Belt will cause a strain on public services. i.e.. Longer waiting times for GP's, bigger class sizes and travel difficulties. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1206 | 13/08/2017 | Sean | Blyth | | | | | N |
| 3904 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Building a massive housing development will take away beloved countryside views and walks. Many of the wildlife will lose their homes. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1207 | 13/08/2017 | Kate | Blyth | | | | | N |
| 3908 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I think your proposals to build on Green Belt land are unsustainable and unacceptable. It will cause major traffic problems and a real strain on public services. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1208 | 10/10/2017 | Mrs | Gonelt | | | | | N |
| 3912 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. No more land taken from us in Kidlington. We have enough houses without the city overflow. The green land we need for our own people. Enough is enough. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1209 | 12/08/2017 | Andrew & Caroline | Luckraft & Blunear | | | | | N |
| 3916 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. This has reached us during the summer holidays, showing a disregard for the electorate. When is Cherwell District Council going to stop doing what Oxford City Council wants it to do? Consider what your electorate want you to do. Kidlington and Yarnton are not a dumping ground for Oxford expansion. Kidlington has been treated like a dumping ground for decades. The roads are at gridlock. The services are poor, particularly the service provided by the Surgery. We want the community to remain and not to become a housing estate. We love our country walks nearby. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1210 | 11/08/2017 | Jacqueline | Palmer | | | | | N |
| 3920 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The Green Belt is sacrosanct. If we start building on it now then it will be lost forever. Oxford City could build houses where they are developing land for commercial use. It will increase traffic and burden on services. We need COMPROMISE. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1211 | 15/08/2017 | J M | Dow | | | | | N |
| 3924 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Such development makes a mockery of the foresighted decisions made by the inventors of the GREEN BELT. In law this is SACROSANCT. The whole area will turn into suburbia losing the community atmosphere of the different villages. Where will these people work? Plenty are already commuting/working in London, earning 'big bucks' and contributing little to the community. This will generate more traffic. Early morning traffic is already at gridlock heading to the Parkway Station & Oxford. Extra people will need all the local services putting even more strain on Schools, Doctors etc. Will the new homes have parking for the 2 cars most families find necessary now? There are already many cars parked on grass verges, paths and roads, especially at weekends. Also estate roads used as 'rat runs'. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1212 | 14/08/2017 | M | Dimech | | | | | N |
| 3928 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The Green Belt will be eroded. Walks in the countryside are known to have mental and physical benefits to young and old alike. Increased housing means increased traffic congestion. No-one in Kidlington would like the A4260 to become like the A40 Oxford to Witney. Traffic jams would increase pollution and there will be fewer trees and shrubs to absorb the harmful gases, causing lung problems etc. GP Surgeries and schools will be overwhelmed and new residents will be unable to enrol in these. It happened in Derby where we moved from. The quality of drinking water, already very hard, will deteriorate. The JR hospital is already bursting at the seams. Can it take more patients in A & E, Maternity etc.? STOP THE SPRAWL. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1213 | 10/10/2017 | Rennie | Kennedy | | | | | N |
| 3932 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. There is inadequate infrastructure and Kidlington is quite large enough. Additional traffic will increase air pollution. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1214 | 18/08/2017 | S | Brain | | | | | N |
| 3936 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Green Belt should NEVER be built on. We enjoy walking in this around Kidlington. There are many houses in Kidlington which have been for sale for months so new houses are not needed. People won't cycle, it is not safe. Cars on the road will increase, and thus cycling will be difficult. Schools and doctors are stretched now. If less student accommodation was built there would be more for us locals. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1215 | 17/08/2017 | Mrs T R | Brodie | | N |
| 3940 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. 1. The plan is not consistent with national policy for Green Belt areas with no concern for wildlife. Once gone it cannot be recovered, becoming another urban sprawl. 2. Builders rarely include affordable housing as they are only concerned with builds that give them the biggest return, regardless of cost to consumers. 3. Public services, schools and roads are already overwhelmed. 4. Oxford City should use their own spare ground on affordable housing and not impose on local villages. Why build another business park? Oxford and surrounding areas already have an abundance. 5. Kidlington is already a large village. Is the council looking to make it a town, joining it with Cutteslowe, Begbroke, Yarnton?</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-1216 | 14/08/2017 | Mrs A | Pearce | | N |
| 3944 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The increased traffic is concerning. Kidlington is gridlocked most mornings. What will happen when even more traffic is on the roads? Unfortunately not everyone can catch buses and cycle. I am concerned over Green Belt removal. I appreciate the surrounding Kidlington countryside, wildlife and rivers for walking and running.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-1217 | 17/08/2017 | E | Lambourne | | N |
| 3948 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We want Kidlington to remain a village and not virtually be added to Oxford. Traffic is already a problem and will be horrendous with extra houses. Green Belt land should be kept. All services will be over-loaded and many of the green areas in Cherwell will disappear for ever. This should not be allowed.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-1218 | 17/08/2017 | R | Lambourne | | N |
| 3952 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I have lived in Kidlington village since the 1930's and was schooled there. I have seen lots of land taken and built on. We don't want to merge with Oxford. We want the Green Belt to stay.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-1219 | 10/10/2017 | Mrs Frances | Clinkard | | |
| 3956 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I was born in Summertown and settled in Kidlington on marriage as we couldn't afford a house in Oxford. Kidlington is nice to live in. We do not want to be part of Oxford and lose the Green Belt between the two. Green spaces are important for health and well being. Kidlington traffic is congested in the mornings. Building houses will bring more cars. Oxford thinks they can take over Kidlington. When the airport became commercial it became London-Oxford. The promised railways station became Oxford Parkway. This development may not affect me as I am 83, however I hold Kidlington dear and I have volunteered in various Kidlington groups over many years. The national policy is to keep the Green Belt.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-1220 | 16/08/2017 | F | Boult | | N |
| 3960 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I don't want our Green Belt built on, or Kidlington turned into another Blackbird Leys. It is the only bit of greenery we have left. The traffic will be horrendous. Kidlington shops (what we have) will suffer. It will turn into a real mess. JUST THINK AHEAD!!</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-1221 | 16/08/2017 | Janet | Stevens | | N |
| 3964 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We have enough problems now with over crowding, GP Surgeries overstretched, Schools overflowing, not to mention the heavy volume of traffic. We do enjoy the countryside walks which will be affected if this goes ahead.</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |
| PR-C-1222 | 17/08/2017 | Thom | Murton | | N |
| 3968 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. No reason to defy laws on Green Belt! This is protected! Do not destroy countryside!</p> | | | | |
| | Changes Sought | | | | Reasons for Participation |

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| PR-C-1223 | 16/08/2017 | Diana | Lintott | | | | | N |
| 3972 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. 1. The fact that Oxford house prices are very high does not justify building on the Green Belt and creating the urban sprawl that the Green Belt was designed to stop. 2. Cherwell has no need to agree to Oxford's unjustified request and should consider the interests of its own ratepayers first. 3. Any houses built on the Green Belt wouldn't help those working in the service industries, but would be for London commuters. 4. No provision has been suggested for infrastructure and no costing has been suggested. 5. The Green Belt around Kidlington is subject to flooding and is unsuitable for house building. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1224 | 18/08/2017 | Mr B | May | | | | | N |
| 3976 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. My points are; A. Deport all at Campsfield Detention Centre and build the houses on that land. B. I object to the Oxford City development. Oxford should find it own vacant land. i.e. West of Oxford between Botley Road and Wolvercote, next to the A34. C. Why move the Golf Course and pay for a new one next to Stratfield Frieze Way, move people from Jordan Hill to Barton (where these houses were being built for Oxford's overflow), I thought these houses were Council, not private, for them to be sold? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1225 | 18/08/2017 | Mr & Mrs L B | Darcey | | | | | N |
| 3980 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Resources are stretched already (schools and doctors surgeries). Yarnton Lane Rd gets damaged enough without extra traffic. We are villages, not a town. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1226 | 08/08/2017 | Daniel | Mason | | | | | N |
| 3984 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I am concerned the impact proposed plans will have on Kidlington residents. Traffic is already a big issue and this will add to the problem. The impact on house prices in Kidlington is a concern. Losing green area's will effect the visual aspect of the village and the environment/wildlife. Extra housing will not benefit Kidlington residents, it will just provide commuters from London, Buy to Let landlords and other Oxford overspill with housing. I'm concerned about local services such as the J R and other Hospitals who are already struggling! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1227 | 17/08/2017 | C | Blake | | | | | N |
| 3988 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Will cause more traffic congestion. Won't help people in Kidlington, only people outside, by pushing house prices up. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1228 | 15/08/2017 | H & C | Wardrop | | | | | N |
| 3992 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The roads are very busy now, with long queues at times making it difficult to cross or get out of road junctions. The Doctors are already difficult - they are always very busy. Schools will become overcrowded which does nothing to help education. The shops in Kidlington centre could be a lot better. Not having a shoe shop makes it difficult, especially for elderly people. Having less green spaces around us means having less places to walk. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1229 | 17/08/2017 | Jane | Rendle | | | | | N |
| 2142 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. There is no need for an additional 4400 houses in this area. CDC need to refer this back to Oxford City. There is plenty of unused land and houses within the city, probably a lot owned by colleges, which could be utilised. More homes within the city would alleviate some of the enormous traffic problems the area already has. It is imperative that Green Belt land is protected and CDC must do this in line with Government policy. Infrastructure in this area is already stretched to breaking point. There is regular disruption on our roads due to accidents. Again, CDC should be protecting it's current residents who are paying Council Tax! CDC must see that housing proposed on such an enormous scale is merely to line the pockets of greedy developers and greedy landlords (e.g. Bicester Homes and latterly Barton new town - 3 bed houses at £600K!). There will not be affordable/social housing on a sensible scale without doubt! This proposal is not justified or proven - based on 40% increase in demand whereas 10-20% is actually expected. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-1230 | 07/08/2017 | Elizabeth R | Rendle | | | | | N |
| 2146 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The 4400 proposed houses will further decrease the quality of life of current residents of Oxfordshire who already struggle with unaffordable housing and public services stretched to their limits. These properties will be used by commuters to London via Oxford Parkway - people who will not contribute to Kidlington's existing community spirit. Disgusted to see the efforts to sneak this through during school holidays. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1231 | 17/08/2017 | Kim | Lee | | | | | N |
| 2150 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to Policies, PR1(a), PR3, PR11 and it is an unreasonable consultation process. Countryside, landscape and walks will disappear. The current infrastructure will not cope with increased population. Traffic congestion during peak periods will be much worse. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1232 | 17/08/2017 | Lucy | Tarrant | | | | | N |
| 2154 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. You cannot build on protected Green Belt. This is not justifiable and goes against Government Legislation. Traffic and Infrastructure will not cope. Where will more GP's and Teachers come from? Do not destroy protected countryside. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1233 | 05/09/2017 | Mrs I | Thatcher | | | | | N |
| 2158 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Kidlington has already expanded. Living on Oxford Rd the traffic has increased and health is suffering due to exhaust fumes. GP Surgeries are insufficient to cater for people. The Council should represent the people it serves and say NO to raping the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1234 | 24/08/2017 | Steph | Bishop | | | | | N |
| 3999 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The point of a Green Belt is for wildlife to keep their habitat, local residents having access to countryside and to STOP development. Why put conservation in place, then ignore it to suit developers or those with money? Its a mockery. Once Green Belt is destroyed, it's lost forever. I love the village I was born in. I want it to stay a village. If Oxford want homes let them find space near them. Our services are already overloaded. Will they provide extra schools, GP practices, shops & parking? This is not designed to benefit local residents and as we live here we should have the right to say what happens here. Kidlington is big enough. Traffic is already a problem, further development will make it worse. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1235 | 12/08/2017 | L | Ayres | | | | | N |
| 4003 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. All done on the quiet! Why? 300 empty houses in Oxford. No exceptional need to build on Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1236 | 26/08/2017 | Chris | Grace | | | | | N |
| 4007 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. 4400 is a lot of houses (over 4 times the Barton Park development). I object to the massive addition to local villages and permanent loss of Green Belt. Doing this without improving the road network will be disastrous. The rush hour traffic into Oxford from this direction is already bad (changes to Cutteslowe/Wolvercote roundabouts making little improvement). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1237 | 28/08/2017 | Peter B | Jeffreys | | | | | N |
| 4011 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The assumption that Brexit will have no effect on employment and housing needs is not justified. Building on the Green Belt is a major step and sets bad precedence both for other areas and for the rest of Oxford's Green Belt. It is already difficult to get to appointments at our Surgeries and Oxford hospitals. Closing Sandy Lane affects the former, 1 mile becomes 3 or 4 using either of the alternatives. No timings for travel to the hospitals appear to have been made by bus or car to predict journey times when houses are increased by 2/3. The information available is all but incomprehensible to ordinary people. Please explain - 'sustainable travel opportunities', 'pedestrian wheelchair & cycling connectivity' and 'green infrastructure network'. They SOUND good, but they tell us nothing. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1238 | 22/09/2017 | Dr G P | Maddison | | N |
| 4015 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. This plan is unsound, poorly prepared, and almost certainly will be ineffective in dealing with the issue invoked as it's dubious justification, namely local housing need. Firstly, it is now clear that the evidence quantifying the latter requirement is completely unresolved, conflicting official figures mean the situation is confused and still disputed. It is manifest common sense that no plan should proceed until this fundamental question is properly decided. Secondly, if local housing need is indeed the motivation the key point to be considered is 'will people currently resident in and around Oxford, but in need of their own dwelling, be helped by this development, or not?' New build under plan, consisting largely of low density houses costing in excess of £300000, hardly seems likely to assist those unfortunate people referred to, such as the thousands said presently to be on Oxfordshire housing lists. But if the answer to the foregoing question is in fact 'no', then the whole case for the proposed plan is entirely spurious. There are many other severe drawback to the CDC plan, such as the appalling exacerbation of already serious traffic congestion in the area. In short, it seems a cynical attempt to exploit a lucrative commuter expansion based on new rail links to London at the expense, and against wishes of the existing communities.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1239 | 04/09/2017 | Mr & Mrs F | Sarvari | | N |
| 4019 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We are 100% against these proposals, but as local residents the Council just expects us to put up and shut up! It is vital that green open spaces are retained and protected, and that of the villages in the proposed development areas too. The opening of the Parkway Station has created an invitation for urban sprawl for London commuters, which will push the house prices up, preventing local families from staying in their home villages. The infrastructure would have to be improved ten fold, but the funding just isn't available with all the current Government cuts. Please listen to the people of this area not ignore their concerns. We live in a beautiful part of the country and want it to remain that way.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1240 | 10/10/2017 | W | Brown | | N |
| 4023 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to policy PR1(a), 4,400 homes means at least 5,000 more cars. PR3 - remove Green Belt? You are saying the people that made the Green Belt were wrong? I don't think so, lets keep it! The road outside my house (Oxford Rd, Kidlington) is a permanent CAR PARK with traffic gridlock.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1241 | 14/08/2017 | Thomas | Pilgrim | | N |
| 4027 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Oxford's housing shortfall figures are based on unsound data. Who is set to benefit from the Northern Gateway business park? There is very low unemployment, so we do not need to bring in more jobs. Oxford City Council is bullying the rest of the county to give up our Green Belt. This is giving away our children's legacy to a few peoples greed. Developers only want to serve the profitable London commuter and Buy to Let markets. Again, greed of the few who are only on the planet for a brief time. This will add to the traffic chaos, pollution, loss of diverse and beautiful countryside. A massive and overwhelming housing development is unsustainable and unacceptable.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1242 | 22/08/2017 | Zita | Quinn | | N |
| 4031 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I am not in favour of this development. I consider it to be unsound, not positively prepared, not justified and not effective, having seen the concrete deserts created in other parts of the country in the name of 'progress' and 'need'. What of the thousands of properties that lie empty left to rot? Old industrial sites? Brownfield sites? The Moors where I live is already a rat run. There are three homes for the elderly, each with insufficient parking. So the road outside each is a 'car park'. Another for dementia is in the final stages of construction, thus more traffic, more medics, more ambulances. Now the land behind the houses is to be built on. The infrastructure cannot take it. You are building to bring people to the area NOT for present need. What countryside will future children have? What will happen to the wild flora and fauna?</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1243 | 21/08/2017 | Steve | Burbridge | | N |
| 4035 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Green Belt is supposed to be a permanent defence against urban sprawl. Why is so much development taking place in this area when the northern counties which need new industries are under pressure?</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-1244 | 13/08/2017 | Pascal | Godard | | N |
| 4039 | Comments | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Roads are already saturated, traffic, pollution, noise. The plan doesn't take into account these problems. If we really need more houses, these issues need solving first before adding even more. The concern is not preserving Green Belt just for pleasure, but to preserve the Green Belt and improve infrastructure. Making Oxford a place where people wish to live and work, and not to leave because of these issues being ignored in the first place. We need to create new Park & Rides with dedicated bus lanes all the way into the City Centre and safe cycle lanes suitable for children.</p> | | | | | |
| Changes Sought | | | Reasons for Participation | | |

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| PR-C-1245 | 20/08/2017 | Mrs M H | Ford | | | | | N |
| 4043 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Although more housing is required, surely to join up the smaller villages with Oxford, building on Green Belt, would be a pity. Flooding must be a big issue and additional traffic would be a problem. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1246 | 22/08/2017 | Mr B E | Braley | | | | | N |
| 4047 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. In 1970 we moved to Benmead Rd, Kidlington. It was an ideal situation with all amenities close by, good bus service into Oxford and countryside a short walk away. I am still here and presently so are many of the aforementioned advantages, despite the enormous developments in and around Kidlington during the intervening years. Development has reached saturation point, with frequent congestion on the roads, waiting time to see one's doctor increasing etc. The provision of new housing on the proposed scale with all the extra need for services, power, water, transport etc. can't possibly take place without encroaching on Green Belt land. This is unacceptable. The character of Kidlington and surrounding areas will be changed beyond recognition. I herewith submit my objection to the current proposals. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1247 | 10/10/2017 | Maureen | Gale | | | | | N |
| 4051 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Affordable houses are welcomed, but the so called affordable house are never built. Average families cannot buy the ones the builders put up. The infrastructure can't cope; roads, doctors, schools, dentists. You cannot get an appointment now. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1248 | 22/08/2017 | Mrs D | Gregory | | | | | N |
| 4055 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The object of a councillor is to serve the public who elected them and carry out their wishes. The building of these houses will cause more traffic chaos, overcrowded schools, and be even harder to get a GP appointment. I've no doubt most of these houses will be unaffordable to the general public. As for building on the Green Belt - absolutely unthinkable. What consideration is given to those of us who enjoy walking in the countryside? Leave Oxford to sort out their own problems. Leave Kidlington, Begbroke and Yarnton alone. Cherwell District Council, listen to those who elected you! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1249 | 22/08/2017 | Sandy | Lord | | | | | N |
| 4059 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Once it took me 1.5 hours to travel from Kidlington to Cowley Road. Taking 45 minutes alone to reach Jordan Hill. The housing development will increase traffic congestion. It is already difficult to time a journey into Oxford. It's unpredictable depending on traffic congestion. The 'improvements' to the Cutteslowe and Wolvercote roundabouts haven't improved traffic flow. If there were around 8,000 more cars travelling our roads, it would become gridlocked. We would need more shops, more GP Surgeries and more schools. We would just become an extension of Oxford and lose our own village identities. We need to retain Green Belt areas to protect wildlife and conserve animals, plants and insects in the area. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1250 | 25/08/2017 | Marcy | Yousaf | | | | | N |
| 4063 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object. Too much congestion. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1251 | 18/08/2017 | Catherine | Sykes | | | | | N |
| 4067 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I am concerned about the level of congestion this housing would cause around Kidlington, Yarnton and the A34. It would become unpleasant to move around. The A34 cannot cope at the moment and with the expansion of Bicester. Medical and educational facilities have not been mentioned either! I recognise a need for more housing but this proposal is worrying, especially the 'at risk' sites. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1252 | 15/08/2017 | Joan | Hadaway | | | | | | N |
| 4071 | Comments | | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Green Belt development is wrong. Local habitats, walks and views will be destroyed. They promote the wellbeing of local people, keeping them fit and active, in turn reducing the pressures on the NHS. They must be preserved for future generations. It's a human right to expect to live within in a pleasant green environment. Building this amount of new housing will have a huge impact on traffic problems in North Oxford and the A40, which is already under strain. Public services and infrastructure is unable to cope competently already, impacting the need to get to work, hospital or GP appointment in a reasonable time. Schools are already full. Cherwell is already prone to flooding. Concreting more of the countryside will make things worse. Green Belt is sacrosanct. That's Government Policy.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1253 | 21/08/2017 | Mr & Mrs R S | White | | | | | | N |
| 4075 | Comments | | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. How has the figure of 4400 homes been reached? It's not sustainable in this already overcrowded area. The Green Belt must be kept and not used for building land. Our services are under strain. GP surgeries, hospital and schools all underfunded and stretched to breaking point. As are our roads. How will our water supplies cope if we have a dry spell? We will lose the natural flood plain surrounding us and consequently suffer more flooding. This is ill thought out and the number of houses planned appears to be unjustified. How many houses will be affordable? Where are the jobs for so many people?</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1254 | 21/08/2017 | Mr A | Bishop | | | | | | N |
| 4079 | Comments | | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. These proposals are not justified. Protecting Green Belt is paramount. To build housing in areas that currently can't cope with pressure on its infrastructure is wrong. Local roads, traffic, schools and medical services are already stretched to their limits.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1255 | 17/08/2017 | Philippa | Burrell | | | | | | N |
| 4083 | Comments | | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Kidlington is crowded enough. Leaving the house on a weekday at 7.30am to get to the JR at 9.00am, the cars are nose to tail. With 2 cars per household the roads won't cope! 8000 more cars! Green Belt should not be built on. We will need more GP Surgeries. We currently have to wait 3-4 weeks for a regular appointment.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1256 | 16/08/2017 | Margaret | Crick | | | | | | N |
| 4087 | Comments | | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I strongly object to these proposal for all the reasons outlined above and in particular the loss of the Green Belt, urban sprawl, environmental damage, lack of infrastructure and unsustainable demands on public services. The area does not need thousands more expensive houses. Although I live in Oxford, I regularly use facilities in Kidlington, Cutteslowe, Begbroke and Yarnton and walk and cycle in the Green Spaces.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1257 | 17/08/2017 | Gerald | Whitehouse | | | | | | N |
| 4091 | Comments | | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to Policies PR1(a), PR3, PR11 and the unreasonable consultation process. What is proposed is rash and ill advised. Please reconsider. Prudence is paramount.</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |
| PR-C-1260 | 17/08/2017 | D R | Pickvance | | | | | | N |
| 2170 | Comments | | | | | | | | |
| <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Yet again the voices of Kidlington, Yarnton & Begbroke are being ignored. More of Oxfordshire (CDC) countryside disappearing. The views and countryside around the Green Belt approaching Water Eaton Manor will be spoilt by building 650 houses and the potential for more (PR6a - East of Oxford Rd) and (PR8 Land East of the A44).</p> | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1261 | 23/08/2017 | Mr & Mrs A | Sinnott | | | | | N |
| 2174 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. It is already impossible to commute to Oxford in mornings due traffic volume. Commuter parking has increased on local roads due to the expensive park and ride scheme. Building a new Science Park in Langford Lane will add to traffic problems. No mention anywhere of schools, doctors or leisure facilities. It will destroy village lives. Don't see the need for a new railway station. The closure of Sandy Lane will affect us. No mention of local people buying these homes. It will just be for overspill from London commuters. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1263 | 11/08/2017 | Mr B | Hosier | | | | | N |
| 4101 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I oppose this development strongly for all the reasons in your pamphlet. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1264 | 10/08/2017 | Brian | Parkinson | | | | | N |
| 4105 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The infrastructure does not warrant any more building in this area. I strongly object to Green Belt land being used for building housing estates. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1265 | 10/08/2017 | Mrs P & Miss S | Cranfield | | | | | N |
| 4109 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We don't want Green Belt that preserves open spaces taken away. It separates villages and towns. Villages will lose identities if merged, becoming big an impersonal. We don't need more to be joined up to Oxford. It will mean overcrowding in schools, shops, GP Surgeries, and more traffic on roads creating fumes and pollution. We've been here since 1973 and would not like the changes. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1266 | 23/08/2017 | Margaret | Beavan | | | | | N |
| 4113 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to the proposed submission plan. Where are the people supposed to go? We can't get on the roundabout at the moment. The traffic situation in Kidlington is horrendous. There are no shopping facilities. Three supermarkets covering the current population are stretched. Parking will be squeezed, access to the rail station will be compromised. The Green Belt, wild life and local church graveyards should be protected from building. The Green Belt is an area of outstanding beauty, used by walkers, dog walkers, children and bringing in visitors. There are more rural areas that could be used, rather than putting pressure on a squeezed community, increasing traffic and pollution and impacting health establishments. Strongly objects. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1267 | 23/08/2017 | Mr W A | Edgington | | | | | N |
| 4117 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. If Oxford City needs more housing due to unlimited immigration they should build on their land only and not forcibly take other Council's land. Especially Green Belt. If these plan go ahead, Kidlington and the surrounding villages will become a suburb of Oxford City. No more houses should be built in Kidlington as it is fully developed and the infrastructure is adequate for the population. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1268 | 22/08/2017 | S | Bevis | | | | | N |
| 4121 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The infrastructure in an around Kidlington & Gosford is already insufficient for local needs. Currently the wait for a GP appointment is 1 month! In the morning I can hardly move from my home due to traffic, worsened when the overburdened schools are open. At this time people frequently drive on the path along Lower Cromwell Way. I can see no concrete plan to address the current problems, let alone plan for a further expansion. The Green Belt allows Kidlington/Gosford and other areas to remain distinct from the ever burgeoning Oxford metropolis. These plans go against the National Planning Policy Framework dated 27th March 2012. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1269 | 22/08/2017 | Mrs I | Kabat | | | | | N |
| 4125 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1270 | 10/10/2017 | Derek & Barbara | Luke | | | | | N |
| 4130 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1271 | 24/08/2017 | G M | Waddle | | | | | N |
| 4135 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1272 | 19/08/2017 | Mr & Mrs J | Lloyd | | | | | N |
| 4140 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1273 | 20/08/2017 | June | Taylor | | | | | N |
| 4145 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1274 | 21/08/2017 | Gordon | Wyles | | | | | N |
| 4150 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1275 | 18/08/2017 | Mrs Marjory | Kilby | | | | | N |
| 4155 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1276 | 19/08/2017 | Mr M | Pratley | | | | | N |
| 4160 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1277 | 19/08/2017 | Miss B | Pratley | | | | | N |
| 4165 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1278 | 19/08/2017 | Mrs V | Pratley | | | | | N |
| 4169 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1279 | 20/08/2017 | D | Williams | | | | | N |
| 4174 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1280 | 20/08/2017 | Mrs | Williams | | | | | N |
| 4179 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1281 | 18/08/2017 | Dawn | Williams | | | | | N |
| 4184 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1282 | 14/08/2017 | Mr & Mrs B | Knight | | | | | N |
| 4189 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1283 | 22/08/2017 | NP | Barrett | | | | | N |
| 4194 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1284 | 22/08/2017 | Mrs J | Barrett | | | | | N |
| 4200 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1285 | 17/08/2017 | Diana | Bouckham | | | | | N |
| 4204 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with all the objections above. Kidlington should be left as it is, a 'large village', not become part of Oxford. Underfunded public services are struggling and will deteriorate further. Waiting time to see a GP will be even longer if plans go ahead. I fear for my children and grandchildren who live in Kidlington. There will be a 'traffic gridlock' as there seems no plans to improve local road networks. Air pollution will be worse as more houses will mean more traffic. Closing Sandy Lane would also be a disaster. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1286 | 17/08/2017 | Mr & Mrs R | Shepherd | | | | | N |
| 2175 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. While SOME expansion would be acceptable it is not appropriate to plan to build 4400 houses in Kidlington, particularly at the cost of Green Belt. There is no adequate justification for the destruction of Green Belt. Oxford should look within its boundaries and not destroy the small amount of open ground between Oxford and Kidlington. The infrastructure cannot cope with that number of additional dwellings. The schools the roads, the facilities and amenities in the area to say nothing of the GP Practices! Listen to what the people who LIVE in Kidlington are saying and scale down the proposed developments. You are elected by the people to represent the people, not the developers and certainly to Oxford City Council. So do the right thing & represent our views! | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1287 | 15/08/2017 | Mr & Mrs R | Harris | | | | | N |
| 2179 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We object to PR1 and PR3. Green Belt means Green Belt forever. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1288 | 14/08/2017 | Kim | Martin | | | | | N | |
| 2183 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. If the additional homes are required by Oxford, is Oxford going to provide the funding for the additional infrastructure? I would expect any homes built near the Kidlington Railway Station to fetch a top rate selling price so how are the needy going to afford them? The additional traffic is going to be too much for the road to cater for. The trees and wildlife around Kidlington will suffer.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1289 | 14/08/2017 | Ann | Martin | | | | | N | |
| 4209 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We must keep our Green Belt, which is designed to prevent urban sprawl. The proposed development around the new railway station will feed the high end of the market and will do little to address the housing crisis, or affordable housing - ref PR4a, PR7b, PR7a, PR6a, PR6b, PR6c. Have transport and other infrastructure projects been costed? Will Oxford pay for these? What about our wildlife? The proposals will harm habitats, flora and fauna irreparably. Will CDC & Oxford City Council ignore butterflies, lizards, snakes, great crested newts, wild flowers & deer, in breach of regulations? The Green Belt is important and irreplaceable environmental resource that helps promote locally grown food, supports wildlife and provides much loved breathing space. Villages want to keep their identity, but it seems local people are allowed little input.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1290 | 15/08/2017 | David & Janet | Davis | | | | | N | |
| 4213 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. There is a problem with Thames Water telling everyone in Kidlington to save water at the moment. Also the sewage drains are at capacity. Where will all the extra produced by new houses go? No thought to extra traffic produced as the infrastructure has to be bid for. What happens if the money does not get allocated after the development has been built? Could the open spaces within Oxford ring road be used instead of Green Belt e.g. from Wood Farm to Marston? This development by Oxford is unacceptable. Oxfordshire County Council and Oxford City Council should be looking for capacity in Oxford. Once Green Belt has been built on and a precedence started, nothing will stop the developers. Making this area an urban sprawl, the promise of social housing is only a rouse as has been proved in other areas of the country. Cherwell District Council are being held to account over this, apparently thinking that they can do as they want. Hence how they gave so little time initially to allow people to comment on the plans. Please take notice of local opinions!</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1291 | 15/08/2017 | Mr D | Myers | | | | | N | |
| 4217 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I consider that the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given ; Our Green Belt and villages within them, so close to Oxford City must be protected from the proposed damaging major housing development for health reasons. This is to mitigate the effects of increasing harmful pollution levels and deteriorating air quality on the people that live in the villages, especially along the main arterial roads. My family and I have lived in Kidlington since 1981 and we have witnessed a dramatic increase in traffic volume and pollution in recent years. This is especially noticeable at peak times when the A34 and A40 roads are increasingly impassable due to high traffic levels and frequent accidents, resulting in locally clogged village roads. Our already congested and often gridlocked arterial roads through the villages of Kidlington, Yarnton and Begbroke cannot accommodate a further influx of high traffic volumes that a housing developments of 4400 homes would create. Our bus services are already under severe strain at peak times. Cherwell District Council has made no plans to improve the affected local road network, or a sustainable new infrastructure for further generations.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1292 | 14/08/2017 | Mr B & Mrs J | Higgins | | | | | N | |
| 4221 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We would be losing Green Belt areas put in place to provide open spaces between built up areas for everybody's enjoyment. By joining together Kidlington, Yarnton and Begbroke with Oxford would make one massive urban development and these villages would lose their individual identities. Villages such as these make up the whole essence of the British way of life. Smaller developments, retaining Green Belt would be far more considerate.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1293 | 10/10/2017 | L | Howard | | | | | N | |
| 4225 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. Green Belt should not be used for housing. We have housing land available in other parts of the country. As our area is unable to absorb extra pressure on roads (e.g. A34), hospitals and other public services, e.g. Schools and public transport.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |
| PR-C-1294 | 14/08/2017 | C | Howard | | | | | N | |
| 4229 | <p>Comments</p> <p>Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We live very close to this development and I cannot go out on Fridays or Saturdays as the A34 is a 'Car Park'. So how can you let another 8000 cars join the queue? Already the GP's and Schools are overstretched. Please use common sense about this. We need the Green Belt for escape from traffic. Please think of people living next to the A34.</p> | | | | | | | | |
| | Changes Sought | | | | | | | Reasons for Participation | |

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| PR-C-1295 | 12/08/2017 | E | Bolden | | | | | N |
| 4233 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with the above objections the green Belt was introduced to stop urban sprawl. The infrastructure will not support the additional population and the main roads are a frustrating nightmare on Pear Tree. Kidlington is too big for a village and should be a town. This would stop Oxford trying to swallow it up and becoming another Cowley of Iffley. Shame on you Cherwell Councillors, you should look after Cherwell's interests, not bow down to Oxford. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1296 | 10/08/2017 | Alison | Ingram | | | | | N |
| 4237 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to our area having to give up its Green Belt in order to solve the housing problems of Oxford. Particularly as the city has used land for Business Parks rather than housing. Public Services and roads in our area would be overwhelmed. I particularly object to the proposed closure of Sandy lane as this is our access to Yarnton Nurseries which is well loved and very well used. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1297 | 09/08/2017 | A | Kelly | | | | | N |
| 4241 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I feel this is far too many houses. Where will all these people work? The roads into Oxford are far too congested already. More Schools? More GP Surgeries? We do NOT need Oxford overspill. Let them find places in and around Oxford that doesn't use the green Belt. It should be protected as has been done for hundreds of years. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1298 | 10/10/2017 | M J | Kelly | | | | | N |
| 4245 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. It can take up to 1 and 1/2 hours to get to the ring road from Kidlington in the morning. These proposals will only make things worse or impossible. I strongly object to these proposals. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1299 | 15/08/2017 | S M | Rawlings | | | | | N |
| 4249 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object on principle to building on Green Belt land. Once built on it is lost forever. The traffic through Kidlington is bad enough now, without exacerbating the problem by building many more houses. I also have great difficulty getting a GP appointment now (up to 3-7 weeks currently) without having to compete with many more people. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1300 | 13/08/2017 | Mr & Mrs M | Evans | | | | | N |
| 4253 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We don't think the GP Surgeries in this area will be able to handle the influx of new people, we have to wait up to 4 weeks to see a GP as it is. The roads are chaotic as it is, with the abortions of the Woodstock and Banbury Road roundabouts. Another 4,400 cars at rush hour? Get real. We should not be encroaching on our precious Green Belt land. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1301 | 11/08/2017 | Mrs K J | Mansfield | | | | | N |
| 4257 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I believe that the submission plan is neither justified or sustainable. Building on the Green Belt should never be agreed to. Oxford City is far too big as it is. We in Cherwell should not have to give way to this. The policy on infrastructure is not costed and the present highway network is already far too weak for the current housing. The public has not had enough time to object or agree to this. Once the Green Belt is built on it is lost forever, and all areas will be covered by ugly urban sprawl. We neither asked for, or agree to this. I consider the proposed submission plan is unsound, not positively prepared, not justified and not effective for the reasons given in my specific objections. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1302 | 22/08/2017 | Mrs M | Duffield | | | | | N |
| 4261 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I wish to express my opposition to the proposed Cherwell Local Plan for the area including Yarnton, Begbroke and Kidlington. I would emphasise the areas which are designated "Green Belt" should not be desecrated by this development. The residents of this area will have their green lung permanently destroyed and the inheritance for future generations will be gone for ever. We have a right to breathe fresh air and should not have our environment, with the inevitable increase in traffic polluted by more and more vehicles. Furthermore we in Yarnton and Begbroke have been disadvantaged by the withdrawal of one of our regular Stagecoach buses from three to two per hour. We have no direct means of travelling to Kidlington via public transport and in the proposed plan it has been suggested that our direct route to Kidlington via Sandy Lane be closed to those who do have personal transport. The whole plan seems to have been conceived by a committee whose only interest is in financial gain for Cherwell with no consideration for the interests or well being of those who live there. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1303 | 18/08/2017 | P | Foyle | | | | | N |
| 4265 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1304 | 02/10/2017 | Graham | Perks | | | | | N |
| 4269 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. The roads in North Oxford cannot cope with the current volume of traffic even after all the roundabout improvements. Building new houses will bring even more traffic as it is not just one per household but often two or three. Politicians need to be much more imaginative than they are at present e.g. restricting the number of cars per household to one as in the Channel Islands, re-opening the Oxford-Witney-Fairford railway line with stations and car parks at Yarnton, Cassington, Eynsham and Witney, re-opening the Banbury-Kingham-Cheltenham railway line. In other words get the traffic off the roads before there is gridlock. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1305 | 07/10/2017 | Catherine Mary | MacRobert | | | | | N |
| 4273 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. In addition to my wish to preserve some attractive Green Belt land, I have two concerns; 1. What provision will be made for the extra traffic which will result from the proposed development? Already the Kidlington roundabout is close to gridlock in the morning rush hour. Traffic lights at least will be needed there. Have you agreed this extra expense with OCC? 2. Part of the area which you propose to develop is low-lying and liable to flooding. What makes you think that people, especially those on lower incomes will be willing to buy houses in the new development if they cannot gain insurance, or if they can at an extortionate price? | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1306 | 02/10/2017 | Lucy | Moore | | | | | N |
| 4277 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I grew up in Oxford and return to visit friends and family. With each return I see a little less countryside and a little more congestion. Building on the Green Belt is not justified when so much Brown Field is available. The plan is unsustainable, urban sprawl must be contained. One day I hope to return to Oxford. However these plans are not positively prepared and side-line the quality of life of existing residents, so I feel less inclined to return. Arranging to meet people in Oxford becomes more difficult with congestion issues. Building on the Green Belt is not effective, showing short termism. We should be leading the way with innovative, forward thinking solutions not based on unsound plans & quotas. Please give the Green Belt and Oxford the space & respect it deserves. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1307 | 04/10/2017 | Dr Robert | McGurrin | | | | | N |
| 4281 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I object to plan PR1(a) as being untenable and now redundant in the light of the national government's revised calculations of the number of houses needed in the local area from 100,000 to 68,000. Although not official policy yet I find it deplorable that CDC is rushing ahead with the plan in flagrant repudiation of proposed national government policy. The cumulative and substantial effect upon local villages along the A44 growth corridor from Oxford to Woodstock are obvious; traffic congestion, safety, noise, unhealthy air quality, overwhelmed infrastructure and degraded local environment. Also the destruction of the integrity and special historic character of the small town of Woodstock and its cultural heritage in the almost frenzied pursuit of local authorities hungry for more and more tax revenue. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1308 | 06/10/2017 | Carolina & Peter | Laitt | | | | | N |
| 4285 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. We consider the proposed submission plan to build thousands of houses on the Green Belt in and around Oxford, unsound, not positively prepared, not justified and not effective. The proposal will impact on ourselves and the residents of North Oxfordshire & Oxford. It will raise pollution levels, our beloved countryside will disappear where people walk to relax and there are farms. It would be an atrocity to convert the golf course in North Oxford (the 1st and oldest course in Oxford) as it provides a space for young and old to exercise and socialise. Moving it elsewhere will require decades for trees to mature, and people will feel disengaged. The environment will be damaged by loss of habitat, deforestation, overpopulation and there will be an increase in CO2 due to an increase in vehicles. In turn this will cause a negative impact on health of us and future generations. Research indicates an increase in CO2 has a direct correlation with cancer, lung and neurological disorders. Quality of life will be impacted as traffic gridlock will occur on already overwhelmed roads, increasing noise and dust. Already strained local services like GP Surgeries, hospitals, schools, public transport will suffer. We all know the houses will be unaffordable for local people anyway, only benefitting profitable London commuters, Buy to Let and Foreign investors. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-1309 | 06/10/2017 | Alicia | Gardner | | | | | N |
| 4289 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with reasons PR1(a), PR3, PR11 and unreasonable consultation process. Therefore, I oppose construction on the Green Belt. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1310 | 06/10/2017 | Douglas | Roberts | | | | | N |
| 4293 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I agree with objections, PR1(a), PR3 and PR11 and to help save the Green Belt, the local countryside and our rural villages in Cherwell and Oxford's unmet housing needs. I support the stance CPRE Oxfordshire have taken that the city could meet most, if not all of it's housing needs within its own boundaries by prioritising land for housing and making sure houses are genuinely affordable homes that people are hoping for. This could be achieved by making better use of brownfield sites and taking a step increase in density targets. Extra housing would require extra transport requirements, but there appears to be no proposals to cope with increased traffic and congestion. Plans should be put on hold until this is addressed. Also Sandy Lane should be improved, not closed to vehicles. I believe CDC can do better with regard to building the required houses without concreting very the Green Belt we require for future generations. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1312 | 09/10/2017 | Anita | Bayne | | | | | N |
| 4300 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I have moved from a very rural area to Kidlington over 20 years ago. I was delighted that I don't have to walk far to find countryside and wildlife despite Kidlington's size and proximity to Oxford. My partner and I visit the fields under threat with a bat detector. As a birdwatcher I've heard many different species. Obesity is increasing and Public Health England are encouraging people to walk more, but you will be taking away easily accessible local walks, the lungs of the area. Residents will have to use their cars to go elsewhere, or walk on polluted concrete pavement. Once the land is built and under concrete it will be lost forever to future generations. Please do not go ahead but think of the environmental damage and loss. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1313 | 09/10/2017 | Simon | Barnard | | | | | N |
| 4305 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. I'm dismayed by the proposal to build 4000+ homes in and around Kidlington on effectively virgin farm land/green belt. Kidlington has thus far preserved its distinct identity rather than being an extension of Oxford. The proposal will double our population, merging us with Begbroke and Yarnton, whilst robbing them of their separate entities. I understand the need for new homes but this is an ill judged plan to deal with Oxford's housing issues by dumping its problems on its neighbours. No attempt has been made to consider the transport and infrastructure requirements for the 4000 new homes. Kidlington's roads are near gridlock at peak times and GP surgeries oversubscribed. A letter to the Oxford Mail summed up the prevailing attitude by suggesting Oxford's Housing needs could be solved by "building on land near the airport". Presumably justified on the basis that Kidlington's residents are too ill informed to object and thus deserving of their environment being blighted by a massive overspill building scheme. I reject CDC's proposals, an example of unabashed urban sprawl. We deserve better. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1314 | 05/10/2017 | M A | Collier | | | | | N |
| 4309 | Comments | | | | | | | |
| Unreasonable consultation process. Objects to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1315 | 07/10/2017 | S J W | McFarlane | | | | | N |
| 4313 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. It is crucial that a balance should be preserved between meeting an acknowledged need for more affordable housing for those living and working in Oxford, and the preservation of a unique city and its immediate environs. Oxford has no responsibility for providing housing for those who wish to use Oxford as a convenient dormitory for London. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1368 | 09/10/2017 | Helen | Allen | | | | | |
| 4447 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1387 | 10/10/2017 | Shoha | West | | | | | N |
| 4488 | Comments | | | | | | | |
| Unreasonable consultation process. Object to the complexity of the consultation and its timing over the school holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-1401 | 10/10/2017 | Alan | Lodwick | Alan Lodwick on behalf of Kidlington Development Watch | N | N | N | Y |
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4507

Comments

Objection. Consider that the plan is uncompliant and unsound because (a) it does not seriously take into account the public consultation response at the options stage and (b) the content of the plan was predetermined in advance of that consultation as evidenced, for example, by public statements made by the leader of the Council and the Council's senior officer during the consultation period. This predetermination has carried through to the consultation on this draft submission plan. The Statement of Consultation document is both misleading and inadequate. It is peppered with bland statements such as "The comments made on the consultation process have been noted." and "The consultation exercise has met all the requirements stipulated by the relevant planning regulations." It gives every impression that consultation is simply a process and the response can happily be ignored provided the process has been followed, an impression reinforced by the public comments of the Council Leader and Senior Officer. Question 1 on the Options Consultation asked "Is 4,400 homes the appropriate housing requirement for Cherwell?". The Statement of Consultation notes that "Overwhelmingly the representations objected to this figure." (p12). The Council has not made any change in response to that overwhelming response. Moreover, it is clear that the Council never had any intention of doing so. At the public meeting (attended by around 300 residents) in Kidlington on 4th January the Council Leader and Senior Officer stated that 4,400 houses figure was fixed and would not be changed, despite the very first question on the consultation asking if it was an appropriate figure. (When publicly challenged the response given was "It's the process"). We consider therefore that Cherwell Council has predetermined and invalidated the outcome of its consultation. This was reinforced by the many angry comments we heard from residents saying "it's all been decided, hasn't it?", an impression that some said was confirmed by their discussions with planning officers at Cherwell's public exhibitions. The options consultation had no question about the acceptability of development in the Green Belt. We consider that this was a very serious omission given that this is one of the most significant matters in the plan. It also means that the public was denied the opportunity to give its views on this major issue and the Council denied CDC. We consider that the Council has discouraged public comment on the plan, has ignored what comment has been made and has made a mockery of consultation by predetermining the outcome.

Changes Sought

The plan should be withdrawn or substantially rewritten to reflect the views expressed by the public during the consultation.

Reasons for Participation

"We (Kidlington Development Watch – KDW) consider this is necessary because of our extensive involvement with the consultations at all stages of the Cherwell Local Plan to date; the considerable work we have undertaken to publicise the consultation ourselves; of the feedback we have received from Kidlington residents; and, the large numbers of them who have responded as a result of our efforts. KDW is a voluntary organisation run by Kidlington residents with experience and interest in planning issues. We believe that effective, informed public participation in planning consultations is vital to democratic policy making. We publicise consultations that directly affect Kidlington and offer advice on how people can best make their views known. In relation to this and the previous options consultation we printed and distributed leaflets, put up posters, ran a stall on many Saturday markets and at other events, participated in public and parish council meetings, provided information on our website and responded to requests for information from Kidlington residents. As a result, we have gained a very good understanding of the views of Kidlington residents, a large number of whom have made representations because of our activities. KDW's representations therefore reflect the views of much of the Kidlington community."

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| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y |
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4510

Comments

Objection to the procedure used by Cherwell District Council which has not fulfilled its obligations under section 3.2 of its Statement of Community Involvement, which states that the Council will 'provide the community with balanced, clear and easily understood objective information.' Detailed criticism of documents available and procedures relating to Executive hearing on 19 June 2017. The decision was taken to approve the draft over 2 months before the publication of the Housing and Economic Land Availability Assessment (HELAA) on 25 August 2017, and this has resulted in the extension of the consultation period. However, in my view that is not in itself procedurally acceptable. Councillors will not have had the opportunity to see this key document prior to their decision to submit the proposed submission plan. Neither is this assessment taken into account in the exhibition material that was taken to various locations in Cherwell. Incorporates a number of criticisms of the HELAA. Principally, the number of houses deemed acceptable for each site correlates suspiciously well with the Council's own housing allocations made and prepared for the submission stage and for the preparation of the public exhibition display. Considers that the HELAA was influenced by decisions that the Council had already made. Detailed criticism of the HELAA. Detailed criticism of summaries in previous consultation statement relating to the Options Paper (also see Appendix 1 of representation).

Changes Sought

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only has some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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| PR-C-1532 | 09/10/2017 | Helen | Broxap | | | | N | N |
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5428

Comments

The Consultation has been very poorly publicised. Cherwell should have done more – via Cherwell Link article and all other means available, to raise public awareness of the possible loss of Green Belt via this revision of the local plan. It was very difficult to find the consultation details on your website. The consultation papers were long and difficult. Understand that the Council does have discretion on the timing of a public consultation. Choosing to hold the initial consultation and public exhibition in Kidlington over the Christmas period was not reasonable. Has family in the north and wasn't back in time for the consultation at Exeter Hall. This was a poorly chosen time for a consultation and it seems ingenuous in the extreme the way that the Council are seemingly trying to slip this through whilst people are otherwise occupied over the festive period. The second consultation was also short and badly advertised. If it weren't for non-profit groups campaigning, local people would again not have had chance to have their say and had the consultation period extended. The representation by Barry Wood was at the least disappointing, but also ill-prepared, showing a leaning to be persuaded by developers rather than local opinion or even reassessed housing needs figures. We have been let down by elected representatives who haven't backed up local opinion, other than Layla Moran who has been a keen advocate to address these issues. If a council can't listen to the MP for the region then there is something wrong with the system. Any encroachment on greenbelt shouldn't be driven by developers and should have to go through parliament.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Consultation Process

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| PR-C-1583 | 01/10/2017 | Daniel | Walrond | | | | | N |
| 4941 | Comments | | | | | | | |
| <p>Very glad of extension to the consultation period, the original window was totally inadequate. Strongly object to proposed plans of building on the Green Belt between Oxford, Kidlington and Yarnton. This is a clear removal of the separation between then and will most certainly lead to both Kidlington and Yarnton becoming Oxford. This is exactly why Green Belts were created and the proposed plans are an unjustified use of Green Belt land which is not consistent with National Policy. One of the stated motivations of this proposed plan is for use of Oxford housing overspill, yet Oxford City has consistently failed to develop land for meeting its housing needs. There is so much land within the Oxford City ring road that has not been developed, especially brown field sites. Much of the housing needs in the area are for jobs within Oxford City. Huge numbers of people commute into Oxford to meet the demand of jobs. Yet housing has failed to keep pace. Housing should first be developed closer to where people work, which would be consistent with meeting emission targets set out by central Government. Thus these proposed plans are ineffective because Oxford City has failed to develop within the ring road. Believe that the District Council plans are inaccurate and have been prepared in such a way to present a biased view. Question the consultation process because it has been such a short period as if to get these plans passed without local residents noticing. Also because Cherwell District Council are not taking this consultation seriously - concern drawn from attending a Public Meeting on 21st September in which Cllr Barry Wood failed to answer questions. These plans should be rejected. Also deeply concerned to hear Cllr Barry Wood give such negative (and unprofessional) references to lawyers and implied that he and the Council are being forced into allowing developers to build in wholly inappropriate ways that will have a negative impact on Kidlington and Yarnton. projected growth and requirements for housing in the Cherwell District Council proposed plan should be reviewed given that revised figures are soon to be updated. It would be prudent to do so regardless of my objections outlined in this letter. The housing in these plans do not appear to be suitable for sustaining the affordability for local people and people on lower paid but essential jobs for Oxford's infrastructure are unable to live in the locality. Yet the plans appear to be targeting larger four to five bedroom houses at low density to supply demand for London based commuters. This is not a local plan for a local city, it is to supply demand for people to work in London and live some where less urban, whilst ruining vital Green Belt land between Oxford and Kidlington. The levels of congestion in Kidlington is very high and I do not believe it is correctly represented in the proposed plan. Considering that the road network is not able to cope with the level of traffic today and the proposed plans do not give any solid plans for improvement. Nor that recent "improvements" to Cutteslowe and Wolvercote roundabouts have had any impact on this. The plan is not positively prepared because it fails to provide the necessary infrastructure. Also the council has failed to show competence in addressing the existing problems in the area with recent road works, which further discredits the proposal plan. Strongly object to the proposed plans. With so much documentation to digest the District Council is failing to allow fair time to review them.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1616 | 10/10/2017 | Clare | Boddington | | | | | N |
| 5572 | Comments | | | | | | | |
| <p>Concerned that the views of existing residents are not being properly considered and that the consultation process is just for show. At a very well attended meeting in Kidlington in September, Barry Wood gave the impression that not much could be done to stop the plans being approved in full. Hope the concerns of the people of North Oxford will be carefully considered before a development of this scale is given the go ahead as it will change our communities and Oxford beyond all recognition.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1640 | 26/12/2017 | Qiujuan | Yuan | | | | | N |
| 5656 | Comments | | | | | | | |
| <p>Unreasonable consultation process. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1641 | 27/10/2017 | J | Dear | | | | | N |
| 5652 | Comments | | | | | | | |
| <p>Unreasonable consultation process. I object to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1642 | 08/10/2017 | Richard | Bamprey | | | | | N |
| 5648 | Comments | | | | | | | |
| <p>Unreasonable consultation process. I object to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1644 | 11/10/2017 | Kate | Berney | | | | | N |
| 5643 | Comments | | | | | | | |
| <p>Unreasonable consultation process. I object to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1645 | 11/10/2017 | A M | Foley | | | | | N |
| 5639 | Comments | | | | | | | |
| <p>Unreasonable consultation process. I object to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1646 | 11/10/2017 | R | Hopcroft | | | | | N |
| 5634 | Comments | | | | | | | |
| <p>Unreasonable consultation process. I object to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Consultation Process

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| PR-C-1647 | 11/10/2017 | Mrs | Fowler | | | | | | N |
| 5630 | Comments | | | | | | | | |
| Unreasonable consultation process. I object to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-1648 | 11/10/2017 | Laura | Morgan | | | | | | N |
| 5626 | Comments | | | | | | | | |
| Unreasonable consultation process. I object to the complexity of the consultation and its timing over the school summer holidays. The Council has not given members of the public a fair opportunity to read and understand the proposals and make their views known. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0186 | 08/10/2017 | Mrs K | Bartlett | | | | | | |
| 1879 | Comments | | | | | | | | |
| Object to any future development by Bloombridge, or any other developer, to permit future development on the land behind the Moors in Kidlington. This is land in the Green Belt, and should be preserved as such. The fields are in a wonderful area for the locals to go walking, in what is becoming a very built up area, and so is such an important amenity for the village which is well used. It is prone to flooding, and so is unsuitable for building on as well Please do protect this very special area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0197 | 29/08/2017 | Richard | Long | | | | | | N |
| 751 | Comments | | | | | | | | |
| Very concerned about Kidlington infrastructure and adding lots of traffic to an already congested system, as well as the cramming of new housing producing future ghettos. Why not spread housing to other sites in the District? The proposals will not produce affordable housing for anyone, especially young people. If schools are proposed in Kidlington where will the teachers come from as house prices are so high? Destroying so much green belt is morally wrong. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0245 | 17/09/2017 | Neil | Sadler | | | | | | |
| 831 | Comments | | | | | | | | |
| It is with great consternation that I read about the proposed plans to develop the land around this area with around 650 houses. The view across the fields towards Islip from the cricket pitch is one of my most treasured moments of the year, and the sense of openness that Cutteslowe offers is what makes this such a special outdoor space. Strongly oppose this plan, and respectfully urge that development opportunities be sought elsewhere, where there is more suitable land and where the impact would not be so great on the environment and experience of existing residents. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0291 | 04/10/2017 | C H | Adams | | | | | | |
| 2373 | Comments | | | | | | | | |
| Object to building on the Green Belt when there are other sites available. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0350 | 29/09/2017 | Dr. Mark | Wallace | | | | | | |
| 1492 | Comments | | | | | | | | |
| Strongest possible terms of objection to any building on land behind The Moors. It is an exceptionally beautiful area of heathland/countryside and is incredibly well-used by many local residents. There are plenty of other sites that have been earmarked for development and the last thing we need is for all green areas around Kidlington/Yarnton/Begbroke to disappear. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

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| PR-C-0404 | 04/10/2017 | Dr Hilary | Maddicott | | | | | | |
| 2343 | Comments | | | | | | | | |
| Strongly support Cherwell DC's decision not to include land behind the Moors (Options sites PR14 and PR27) in the Plan. The site is most historically important and should be protected. Exceptional circumstances needs to be demonstrated to release the site from the Green Belt. The sites constitute a landscape of the last remaining unspoilt corner of Kidlington with wide views across fields to the old village, the heart of the conservation area with its landmark St. Mary's steeple and many other listed buildings. Footpaths on the fields are much used by local walkers. The sites are also a haven for wildlife. Lack of appropriate access. The nearby North Kidlington Primary School also adds to the congestion at school peak times. The sites mostly able to absorb rain water and preventing flooding. Development will lead o the run off of more water from the area. | | | | | | | | | |
| Changes Sought | | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0442 | 02/10/2017 | Elizabeth | Tonkin | | |
| 1120 | Comments | | | | |
| Disturbed to hear that these proposals are still in question for the Moors and there are many reasons why they should not be carried out. As an elderly resident walking is very important to maintain health. As the Moors is easily accessible it is possible to go there on my own and to walk for Cherwell DC set up weekly health walks. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0450 | 08/10/2017 | James & Kate | Hamilton | | |
| 1542 | Comments | | | | |
| GB is an irreplaceable public good, created with the distinct purpose of separating settlements and protecting historic landscapes. Land behind the Moors and Webbs Way is one of the most popular, accessible and necessary interfaces between town and country in Cherwell. It has for generations provided lungs for Oxford, and protected a unique medieval landscape which contains many Listed Buildings. Destruction of the landscape compromises them severely. Further damage would be done by light pollution inevitable from new housing. The fields and their ancient tracks and rights of way are high among the attractions that persuade people to choose to live in Kidlington, so it would be counter-productive to destroy this natural amenity by building on it. Indeed there is a case for making this landscape an amenity for all by formalising it as a 'reserve' akin to, or even part of, the National Trust. This is an amenity that is beyond price. If we are to provide more homes, then we must also provide amenity. The landscape with its central focus on the spire of St Mary's Church, 'Our Lady's Needle' – as featured in Simon Jenkins' book England's Thousand Best Churches (1999) - is just that. Build on it, and it's gone. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0452 | 04/10/2017 | Mary | Lunn | | |
| 485 | Comments | | | | |
| Having already made an earlier response to the planned new build in Kidlington on grounds of lack of infrastructure, crowded roads for people working within the ring road travelling from Kidlington to Oxford and reduction of Green Belt with effect on wildlife and local people. The points clearly apply in connection with the land behind the Moors also. However an added key point is the use of land which drains on to the Cherwell river flood plain, thereby exacerbating problems with flooding lower down in the more southerly reaches of the river within Kidlington. Any new housing reduces the capacity of the land which it stands on to absorb rain water and this is particularly difficult in such an area already vulnerable to flooding. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0452 | 04/10/2017 | Mary | Lunn | | N |
| 2965 | Comments | | | | |
| Object to building at land behind the Moors. Lack of infrastructure, crowded roads for people working within the ring road travelling from Kidlington to Oxford and reduction of Green Belt with effect on wildlife and local people. Land behind the Moors drains on to the Cherwell river flood plain thereby exacerbating problems with flooding lower down in the more southerly reaches of the river within Kidlington. Any new housing reduces the capacity of the land which it stands on to absorb rain water and this is particularly difficult in such an area already vulnerable to flooding. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0455 | 02/10/2017 | Bernard E | Brale | | |
| 488 | Comments | | | | |
| The plan proposed by Bloombridge Development Partners to develop land behind The Moors, Kidlington, is completely unacceptable, especially as the land is in the Green Belt, which should be preserved to prevent urban sprawl. Having moved to Kidlington in 1970 it was considered that this was an excellent place to bring up a family as it was close to shops, schools, medical care and other amenities as well as being able to walk across the fields, through the woods and along the river. To lose such an amenity does not bear thinking about. Much of the land is subject to flooding and extra development would surely increase the risk of this happening. The extra traffic from such a development would have a severe impact on the roads serving the area. Cherwell District Council must continue to exclude the area behind the Moors, Kidlington from any development plan and it is urged that you do so. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0456 | 29/09/2017 | Anthony | Frankland | | |
| 489 | Comments | | | | |
| Confirms strong support for Cherwell's decision not to include the Moors land for development. It was the right decision for Kidlington. Is dismayed that Bloombridge still considers the land appropriate for development as it is not for the following reasons: The land is in Green Belt. This is an important landscape for the oldest part of the village. There is risk of flooding. The area is already has a stretched infrastructure. This area is rich with wildlife, putting them at risk. The area is well used by local residents and a reason why many of us choose to live there. | | | | | |
| Changes Sought | | | Reasons for Participation | | |
| PR-C-0461 | 02/10/2017 | Mark & Angela | Prosser | | |
| 1134 | Comments | | | | |
| Objection made to Bloombridge's proposals to push for planning on the land behind The Moors. All the wildlife which is behind The Moors which includes the great crested newts etc. Also this area is renowned to flooding and it is therefore not practicable. The development would exacerbate the flood risk to adjoining housing and land. In particular objection made to Broadfields application to build housing and industrial units behind The Moors, (particularly behind us in Moorlands) this is absolutely ridiculous, the traffic congestion that this would create would be catastrophic. | | | | | |
| Changes Sought | | | Reasons for Participation | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0462 | 03/10/2017 | Alan & Margaret | Bowers | |
| 1135 | Comments | | | |
| <p>The decision taken not to include the land behind the Moors (Sites PR14 and PR27) was correct. The number of houses and business units proposed would alter the general area and drastically increase the amount of traffic along The Moors Road. Over time The Moors and Mill Street had considerable work carried out installing larger pipework connected to the over worked and overloaded foul drainage system. The increase in volume from the proposed sites would once again increase the chances of having the overflow from the drainage system coming out onto the surface again. The sites that are also in the Green Belt which should be preserved to prevent the sprawl of urban development. The fields which would be used for these sites are a well used amenity by villagers and visitors and this area has long been looked on as a local green space.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0497 | 08/10/2017 | Philip | Towler | |
| 1310 | Comments | | | |
| <p>Supports the Council's decision to exclude sites from the proposed submission plan. Strongly agrees land behind The Moors, Kidlington (Option sites PR14 & PR27) is unsuitable for development. Understands the developers wish to reverse the Council's decision & persuade the Planning Inspector at a later date. Strongly objects any request to allocate these sites for development. Reasons for objection: It is on Oxford GB. GB must be protected. It was created to preserve open spaces & prevent urban sprawl & are important to villagers for recreation & views to St Mary's church. Govt. policy states unmet housing need is NOT a reason to build on GB & development should only be considered if there was no alternative. It is inconsistent with NP. The impact would be severe, adversely affect the setting in Church St conservation area, damage the countryside & the habitat for wildlife. The local infrastructure is inadequate. The proposed access, via The Moors, close to 2 conservation areas, would detrimentally impact the road & create large traffic volumes near a school & nursery on a narrow & busy road already subject to speed ramps. It's proximity to the River Cherwell means this site floods regularly & development would exacerbate this. The proposed development by Bloombridge of PR14 & PR27 is unsound & unsuitable for the location.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0501 | 29/09/2017 | John | Hughes | |
| 1193 | Comments | | | |
| <p>Strong agreement in decision not to include the Moors land for development. Many reasons include flood issues, inadequate local infrastructure and damage to countryside and wildlife.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0507 | 08/10/2017 | Bridget | Atkins | |
| 1209 | Comments | | | |
| <p>Support for Cherwell District Council's decision that the land behind the Moors in Kidlington should not be developed on. This site is in GB which should be preserved for the wellbeing of residents and the countryside (thereby the wellbeing of the wider population, wildlife and climate). Fields are used by Kidlington residents for walking, cycling, enjoying the countryside. Have all seen the fields being the Moors flood regularly. Further development would increase the risk of flooding. The views need protecting (property developers are already guilty of putting up new rapid growing tall hedgerows to deliberately obscure views across the countryside). The area is one of natural beauty and a conservation area - with listed buildings including St Mary's Church. It must be conserved. It is not for this generation to spoil it for the next.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0511 | 06/10/2017 | Steven | Daggitt | |
| 1224 | Comments | | | |
| <p>As developers are continuing to press for development on these sites I would like to restate previous objections. These sites are particularly unsuitable for development. The are in GB and abut the Kidlington Church Street Conservation Area. They are one of the most popular walking areas in Kidlington used by many people from near and afar for fresh air and recreation. They afford really attractive countryside and provide irreplaceable views of Kidlington's historic, Grade 1, listed parish church. The land is low-lying and development would increase the flood risk. Local roads have only small capacity and increased traffic would present a serves road safety risk.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0511 | 06/10/2017 | Steven | Daggitt | |
| 1225 | Comments | | | |
| <p>Unsuitable for development. Part of GB and is wholly contained within the heart of the Church Street Conservation Area defined and protected by Cherwell District Council. It forms part of the "Church Fields Character Area" described in their document: "Kidlington Conservation Areas Appraisal May 2009". It affords views of the important listed buildings and old walls of the area. The unsuitability of this site for development is made clear in the following quote from P.34 of Cherwell District Council's "Kidlington Conservation Areas Appraisal May 2009". "5.12.4 Threats • The public right of way is an ideal place to see the rear of the properties on Church Street and Mill Street. The paddocks stretch right up to the high walls of the properties, and shows how easily inappropriate development to the rear can be detrimental to the conservation area. At present, the high walls and vegetation blends the line between fields and houses, and this symbiotic relationship should be protected."</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0511 | 06/10/2017 | Steven | Daggitt | |
| 1223 | Comments | | | |
| <p>As developers are continuing to press for development on these sites would like to restate previous objections. These sites are particularly unsuitable for development. The are in GB and abut the Kidlington Church Street Conservation Area. They are one of the most popular walking areas in Kidlington used by many people from near and afar for fresh air and recreation. They afford really attractive countryside and provide irreplaceable views of Kidlington's historic, Grade 1, listed parish church. The land is low-lying and development would increase the flood risk. Local roads have only small capacity and increased traffic would present a serves road safety risk.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0515 | 06/10/2017 | Jeffrey | Wright | Begbroke Parish Council | | | N | Y |
| 1258 | <p>Comments</p> <p>Suggested sites in Oxford – many more could be listed.1. The “Northern Gateway” should be housing and not industry – near to city.2. Although in Green belt - Frieze farm would be better for housing (nearer to city than Begbroke or Yarnton)3. Build on North Oxford Golf course – nearer to Oxford.4. A planned golf course on Frieze Farm could be sited elsewhere – permitted in the green belt.5. Industrial City sites reserved for employment such as Blanchford’s in Headington (near to healthcare employment centres such as hospitals) and Blackwell’s in Marston Street could be used by moving the business to industrial parks out of residential areas.6. Southfield Golf Course could be built on to provide low cost housing – near to hospitals. This is a large site – recently permission has been granted to build on nearby land.7. Playing field at Meadow lane Donnington is an ideal site. Near to transport links/employment and has Iffley Meadows and Rivermead Nature park for residents enjoyment.8. Oxford Greyhound Stadium and The Kassam stadium areas are ideal for residential development and near to a science park.9. When Brookes campus relocates to Oxford – Wheatley campus would make good key worker accommodation.10. Eastwyke Farm is another site with potential. These sites could deliver the housing they say they need. (pictures and maps provided). Oxford can provide housing when it wants to - Bob Price in the Oxford Mail – September 2017, is quoted.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Please review our PowerPoint presentation for the comments of Begbroke parish council. This is necessary as we believe Cherwell Executive will ignore any representations as they have already made their mind up. We believe that The Planning Inspectorate will take more notice of what we have to say.</p> | | | | | | | |
| PR-C-0537 | 06/10/2017 | Joan | Tossell | | | | N | |
| 1321 | <p>Comments</p> <p>Support for decision to exclude the area behind the Moors. Concerned that developers will continue to make representations. Main concern that this is a category 2 flood risk area. When this area of the GB was last under threat in the 1990s, the Ministry of the Environment Inspector ruled that, “I think that the fields and paddocks and even land in its rough state has a charm where it abuts, irregularly in places, the existing limits of development. I do not consider that the GB boundary hereabouts should be further out than that shown on the local plan. To my mind the GB should wash up to the existing development; for to leave pockets of ‘white land’ is to differentiate between pockets of this rural fringe area, which in their own way all contribute to the character of this area (and irregularity is a characteristic of the edges of this development). And were development ever to take place it would I fear be significantly harmful to this rural end of Kidlington. ... I feel, without question, that it would be most unfortunate if this north-eastern area of the village were ever to be seriously considered for development” (p7). If you are unfamiliar with the area, take a look at your own Kidlington Framework Masterplan. On page 16 you will see a photograph (figure 2.29) of the views enjoyed by our walkers which you label “distinctive views towards St Mary’s Church”. The same page describes the area as follows - “The River Cherwell meanders south from Thrupp and to the east of Kidlington, surrounded by a water meadow landscape with overhanging willows along the bank edge attracting herons and kingfishers. Within these meadows is an overgrown reed area attracting a wide range of bird species including warblers, bitterns and woodcocks. Between the River Cherwell and the north edge of the village are broad rolling fields which rise in height to the north west, these are known as Kidlington Fields. Footpaths across the fields provide links to Thrupp and Hampton Poyle. Views towards St Mary’s Church are particularly distinctive” - an excellent description in your own document and which only a few months later, you propose to trash to meet Oxford City’s housing needs</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0538 | 29/09/2017 | Lynn A | Bairstow-Fowler | | | | | |
| 1331 | <p>Comments</p> <p>Strong support regarding decision not to include GB land behind The Moors in the Proposed Submission Plan. Land is not suitable for development now or any time in the future. Larger village and loss of green space would result in loss of good community feel. These fields with their landscape rural views have been enjoyed by many generations and should continue to do so. GB must be preserved and protected as stated in the Conservative Government's manifesto. The development is not modest and would have a direct impact especially within the setting of the conservation area of St. Mary's Church and other listed buildings. Access to the development site would be dangerous for schools and nurseries in Benmead Road. This land already floods considerably every winter and this development would exacerbate the flood risk not just to housing but adjoining land and the nearby conservation areas.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0543 | 03/10/2017 | Lynn | Pilgrim | | | | | |
| 1877 | <p>Comments</p> <p>Strongly support Cherwell District Council’s decision not to include green belt land behind The Moors (Options sites: PR14, PR27) for development in the proposed submission plan to meet Oxford’s perceived unmet housing needs based on inaccurate SHMA data. One of the most important reasons for the Council rejecting and excluding this site and one with which I fully agree is that these fields are an important amenity for local residents and visitors alike. Throughout the year many thousands of walkers enjoy both the views of open countryside and views towards the Conservation area and St Mary’s Church. The importance of this area and setting was emphasised in the Planning Inquiry held in the mid 1990’s. This land should be treated as a permanent local green space, essential in the well being and mental health of the inhabitants. Comments provided on the following points: Green Belt, wildlife, heritage, flooding and infrastructure.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0553 | 09/10/2017 | Douglas | Williamson | | | | | |
| 1373 | <p>Comments</p> <p>Supports CDC's decision to exclude sites PR14 & PR27 from consideration for housing. This land is adjacent to the only conservation area in Kidlington, & to St Mary's Fields Nature Reserve. Both would be damaged by development in the area. The area is also prone to flooding, & the narrow access road of 'The Moors' is already subject to traffic calming.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0553 | 09/10/2017 | Douglas | Williamson | | | | | |
| 1374 | <p>Comments</p> <p>Supports CDC's decision to exclude sites PR14 & PR27 from consideration for housing. This land is adjacent to the only conservation area in Kidlington, & to St Mary's Fields Nature Reserve. Both would be damaged by development in the area. The area is also prone to flooding, & the narrow access road of 'The Moors' is already subject to traffic calming.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0555 5403 | 01/10/2017 | Chris | Skinner | |
| Comments | | | | |
| Strongly oppose development on land to the NE of the Moors/St Mary's Fields. This pushes the developed boundary into open land [as opposed to infill between Yarnton/Kidlington] & removes a linking community amenity to the Cherwell valley. | | | | |
| Changes Sought | | | Reasons for Participation | |
| * Provision of an improved traffic-free, more direct cycle & walking route should be considered including bridges across the Bicester Road, the A34 & the railway & then on a new, dedicated route running east of Cutteslowe park before swinging round via a new bridge to join the A40 cycle route to Headington. A significant investment & focus on prioritising cycling will be required to truly change the transport choices made. * Improving rapid bus transit to the hospitals & Headington should be considered. I would suggest the current 700 bus route is re-routed directly from Cutteslowe, along the A40, leaving at the new junction, using the rear entrance into the JR, avoiding Summertown & Marston completely [already served by bus services]. A target journey time of 30 mins from Kidlington centre to the Churchill would not be unreasonable, even at peak times. | | | | |
| PR-C-0565 1432 | 01/10/2017 | Mrs S J | Brown | |
| Comments | | | | |
| Object to any development planned behind The Moors, Kidlington. The first important factor to be considered is that this is GB and should be conserved as such. There are also Conservation Sites on the land proposed for development. The roads are much too narrow to take a big influx of traffic and the local schools and already full to overflowing. It is also well known that this part of the village is prone to flooding and any building development on the site would only make matters worse. There is much wildlife in this area, some of it rare and it should therefore be preserved for this reason, and also for the use of the residents of the village. I would therefore ask the Planning Inspector to reject robustly any requests put forward for future development of this important area of the village. | | | | |
| Changes Sought | | | Reasons for Participation | |
| PR-C-0566 1433 | 29/09/2017 | A | Watson | |
| Comments | | | | |
| This county and country need more houses. This is an ideal location for a number of them. I have walk this land for over forty years and it has NEVER flooded. The drain down The Moors was enlarged a few years back and I would think it could more then cope with the extra houses. As for the green belt, this bit will not be missed. The countryside is more attractive closer to the river.Thanks to the post-war expansion of the village we have three Supermarkets, two Post Offices, a pool and much more. I suspect most of the NIMBYs behind the campaign to stop this development live and benefit from the earlier development and now want to stop others enjoying the same.This extra building will bring in more revenue for the council and may at least stabilise house prices. Think of the needs of the many not the selfish babbling few. | | | | |
| Changes Sought | | | Reasons for Participation | |
| PR-C-0576 1446 | 07/10/2017 | Juliet | Joyce | |
| Comments | | | | |
| Objection to the development proposal PR-B-0847 of the land at The Moors, Kidlington (PR14 and PR27). Key reasons for the objection:1. The loss of landscape and rural views due to development, and the impact on the setting of St Mary's Church is a significant loss of amenity. 2. The proposed area acts as a natural area of drainage (the fields are frequently water logged during periods of wet weather); developing this area will increase risk of flooding in the surrounding land and houses etc. 3. Development (and consequent building use) will cause significant increase in traffic along The Moors and Benmead Road. Further, for this large size of development, most residents will need to use vehicles to commute to their employment, driving up amount of traffic and congestion. The area around the proposed development is NOT suited to more traffic and have school/nursery nearby. 4. Specifically the risk of congestion and road accidents given that the proposed entrance to the development is almost opposite the junction with The Moors and Benmead Road is a major concern. 5. Development will significantly impact a well used and valued amenity used by residents and regular visitors who enjoy walking, exercising, and the scenery.Cherwell DC has my strong support for their decision to NOT include the proposed area for development. | | | | |
| Changes Sought | | | Reasons for Participation | |
| PR-C-0581 1469 | 29/09/2017 | Natalie | Wallace | |
| Comments | | | | |
| Objects in the strongest possible terms to any building on land behind The Moors. It is an exceptionally beautiful area of heathland/countryside and is incredibly well-used by many local residents. There are plenty of other sites that have been earmarked for development and the last thing we need is for all green areas around Kidlington/Yarnton/Begbroke to disappear. | | | | |
| Changes Sought | | | Reasons for Participation | |
| PR-C-0582 1470 | 30/09/2017 | Alexander | Wallace | |
| Comments | | | | |
| Objects in the strongest possible terms to any building on land behind The Moors. It is an exceptionally beautiful area of heathland/countryside and is incredibly well-used by many local residents. There are plenty of other sites that have been earmarked for development and the last thing we need is for all green areas around Kidlington/Yarnton/Begbroke to disappear. | | | | |
| Changes Sought | | | Reasons for Participation | |
| PR-C-0587 1482 | 28/09/2017 | Kenneth | Marsland | |
| Comments | | | | |
| Support for CDC in their decision that the land off The Moors in Kidlington (Sites PR14 and PR 27) is unsuitable for development. This ruling meant that it was not included in the Proposed Submission Plan (July 2017) to meet the contentious "Oxford 's Unmet Housing Need " plan. As was apparent at the meeting at Exeter Hall discussing these proposals, the local residents are vehemently against any large scale development in the Kidlington area which is seems are not going to required anyway when Oxford rethink their real requirements. Objections :1. The site is an extensive area of Green Belt Land. These fields are an important asset to the local residents and should be retained as a permanent green space.2. The proposed access to the site is opposite Benmead Road which has a school and nursery and has become virtually a main road with vehicles cutting down to the Moors from Banbury Road. This area of the Moors has also had an increased volume of traffic plus parking problems since the Moorlands development. A huge development of this size (300 houses plus business units) would mean even more traffic chaos. 3. As Oxford City are having to rethink their true requirements under "Oxford's Unmet Housing Need" this area should definitely not be held in reserve and Bloombridge should forget about attempting to get it included. | | | | |
| Changes Sought | | | Reasons for Participation | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0589 | 29/09/2017 | Peter | Shaw | |
| 1484 | Comments | | | |
| <p>Land behind Moors- Bloombridge Developments. Strong support for Cherwell decision not to include the Moors land for development. It was the right decision for Kidlington and I am dismayed that Bloombridge still consider the land appropriate for development, it is not. The land is in Green belt . This is an important landscape for the oldest part of the village. There is a risk of flooding. The area is already has a stretched infrastructure . The area is rich with wildlife- putting them at risk. The area is well used by local residents and a reason why many of us chose to live here.</p> <p>Do not wish this development to take place. Please note my objection to any developments.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |

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| PR-C-0591 | 05/10/2017 | Mr & Mrs | Bray | |
| 1486 | Comments | | | |
| <p>Object to the proposed buildings on The Moors Land Kidlington by Bloombridgedevelopers, and any other future developers.These fields near St Mary's Church Grade 1 listed building and other listedbuildings in the church street Conservation Area including the fields near theRiver Cherwell have been used for years by people of all ages for walks andviews all year round. This is by far the nicest place in Kidlington for walksand should be treated as permanent green space. Also this land is home for manyrare wildlife species and these fields are known to flood regularly.If the proposed development goes ahead it will generate a lot more extra trafficon the narrow busy road which is all ready subject to traffic calming.Shocked that this is even a option for future development.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |

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| PR-C-0598 | 01/10/2017 | Dr. Ellen | Fallows | |
| 1498 | Comments | | | |
| <p>Strongly object to this proposal. Very concerned to hear about the possible planning permission for land behind The Moors in Kidlington. Lives on The Moors and regularly run and walks her children in this area. Green spaces are on such short supply in Oxfordshire and is concerned that children will grown up having been normalised to the complete absence of wild areas. Without this natural space in easy reach of our house we have to drive to Stratfield brake. We should be following the initiatives started in Bicester Healthy town by protecting these green spaces for physical activity - this area is busy daily with runners and dog walkers.Has seen a dramatic increase in the traffic since the new railway has been opened - this has made her commute to Bicester and back for work almost impossible at times. Needless to say the A34 is usually grid locked daily already. Can't imagine this area can sustain any further housing and a blurring of this precious green space between Oxford and Kidlington should be fought against at all cost.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |

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| PR-C-0601 | 04/10/2017 | Mrs Casey | Orman | |
| 1504 | Comments | | | |
| <p>Strong support for decision NOT to include The Moors Land (PR14/PR27) for development. Site is on GB which should be protected & preserved as stated in Conservative Government's manifesto. Damage to countryside and loss of habitat for many rare wildlife species is not acceptable. Loss of landscape around the oldest part of Kidlington would affect St Mary's Church (a Grade 1 listed building) as well as other listed buildings in the Church Street area. Increase in traffic & pollution from this proposed development would destroy this area and as generate a massive increase near a school, nursery & old people's residence. Inadequate infrastructure for development of this scale causing a detrimental impact on existing roads & services. The site entrance opposite Benmead Road is very close to two Kidlington Conservation areas which will be damaged by this development. Already a high risk flood area & any development will increase the risk of flooding to housing & the surrounding area. Surface & foul drainage would also be increased. The fields are also a very well used amenity for the village residents & regular visitors. The area should be treated as a permanent local green space & not be ruined by this unnecessary development when it has already been excluded by the Council as unsuitable for development.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |

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| PR-C-0601 | 04/10/2017 | Mrs Casey | Orman | |
| 1503 | Comments | | | |
| <p>Strong support for decision NOT to include The Moors Land (PR14/PR27) for development. Site is on GB which should be protected & preserved as stated in Conservative Government's manifesto. Damage to countryside and loss of habitat for many rare wildlife species is not acceptable. Loss of landscape around the oldest part of Kidlington would affect St Mary's Church (a Grade 1 listed building) as well as other listed buildings in the Church Street area. Increase in traffic & pollution from this proposed development would destroy this area and as generate a massive increase near a school, nursery & old people's residence. Inadequate infrastructure for development of this scale causing a detrimental impact on existing roads & services. The site entrance opposite Benmead Road is very close to two Kidlington Conservation areas which will be damaged by this development. Already a high risk flood area & any development will increase the risk of flooding to housing & the surrounding area. Surface & foul drainage would also be increased. The fields are also a very well used amenity for the village residents & regular visitors. The area should be treated as a permanent local green space & not be ruined by this unnecessary development when it has already been excluded by the Council as unsuitable for development.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0602 | 04/10/2017 | Ian | Mills | |
| 1506 | Comments | | | |
| <p>Very strong support for decision that land behind The Moors, Kidlington (sites PR14 and PR27) is unsuitable for development. GB is in place to prevent urbanisation, therefore this current GB designation should be unaltered to provide protection against urban sprawl in direct support with current Government's Election Manifesto (Page 71) in favour of preserving GB land. Inclusion of small business units when there is already a high number of additional business property proposed around Kidlington, as well as unused existing units, makes it hard to see this as a benefit in an area that has better than full-employment. Presumably the labour supply will have to come from outside the village further exacerbating the inadequate transport infrastructure. This land should be treated as permanent local green space as it is a well used and important local amenity for village residents providing walks and views towards the Conservation Area of St Mary's Church. Additionally, it is a rich habitat for wildlife including rare species such as Short Eared Owls and Great Crested Newts. The area adjoining The Moors, St Mary's Fields, and land adjacent to the River Cherwell floods regularly and any development of this magnitude will adversely impact the flood plain. There is no doubt that the local infrastructure cannot support development on this scale. Traffic capacity, and surface and foul drainage are already stretched. The proposed access adjacent to Benmead Road is close to Kidlington Conservation Areas and will impact on narrow roads near to a primary school and nursery, already subject to traffic calming and blighted by "rat-running" that is a direct result of the overloaded village through route. The rural landscape setting of the listed St Mary's Church and the other listed buildings in the Church Street Conservation Area would be adversely affected by these proposals.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0602 | 04/10/2017 | Ian | Mills | |
| 1505 | Comments | | | |
| <p>Very strong support for decision that land behind The Moors, Kidlington (sites PR14 and PR27) is unsuitable for development. GB is in place to prevent urbanisation, therefore this current GB designation should be unaltered to provide protection against urban sprawl in direct support with current Government's Election Manifesto (Page 71) in favour of preserving GB land. Inclusion of small business units when there is already a high number of additional business property proposed around Kidlington, as well as unused existing units, makes it hard to see this as a benefit in an area that has better than full-employment. Presumably the labour supply will have to come from outside the village further exacerbating the inadequate transport infrastructure. This land should be treated as permanent local green space as it is a well used and important local amenity for village residents providing walks and views towards the Conservation Area of St Mary's Church. Additionally, it is a rich habitat for wildlife including rare species such as Short Eared Owls and Great Crested Newts. The area adjoining The Moors, St Mary's Fields, and land adjacent to the River Cherwell floods regularly and any development of this magnitude will adversely impact the flood plain. There is no doubt that the local infrastructure cannot support development on this scale. Traffic capacity, and surface and foul drainage are already stretched. The proposed access adjacent to Benmead Road is close to Kidlington Conservation Areas and will impact on narrow roads near to a primary school and nursery, already subject to traffic calming and blighted by "rat-running" that is a direct result of the overloaded village through route. The rural landscape setting of the listed St Mary's Church and the other listed buildings in the Church Street Conservation Area would be adversely affected by these proposals.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0603 | 04/10/2017 | Mark | Bale | |
| 1507 | Comments | | | |
| <p>Objection to inclusion of land behind The Moors in Kidlington in the local development plan. Reasons: 1. Low-lying land on the flood plain, building there will only exacerbate the risk to other housing the area, even if the new houses are built sufficiently high to be safe from flooding. 2. Kidlington, Oxford and surrounding area already extremely crowded. The road network is inadequate for much more traffic - already traffic jams at peak times (much more than the "rush hour"). 3. Could be argued that there is a need for extra housing around Oxford to accommodate all those that work there, however further construction of more industrial units and offices which will create jobs and fuel the demand for more housing should not be allowed. The reverse argument is made in some quarters for more commercial building to provide jobs for local residents. It can't be the case that both arguments are true. They are both used interchangeably, resulting in insatiable demand for building space in an area that cannot take it. There are lots of parts of the country that could take it. 4. University of Oxford is developing businesses as hard it as it can within and just outside the city, whilst admirable this fuels the demand for more housing. This would be acceptable if the city could accommodate this demand, but it is not fair that outlying villages should be extended indefinitely as dormitories for the city.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0604 | 30/09/2017 | Margaret | Djurisic | |
| 1509 | Comments | | | |
| <p>Agreement with Cherwell District Council that the land behind the Moors Kidlington PR14 and PR27 is not suitable for development as per the Bloombridge proposals and therefore objection to this development. This is GB land on the edge of the Cherwell river floodplain and often floods in wet weather. It is a small rural pocket of land adjoining the oldest part of the village and should be preserved as such. It is within a short distance of listed St Marys church which has been there since 1220 with its surrounding peaceful graveyard in a conservation area and provides good wildlife habitat. The graveyard is on the water table and graves are often flooded when dug. Other land there must be very close to the water table. Light pollution from the new houses will also affect the Cherwell riverbank area and wildlife. Small developments have been allowed recently in keeping with the area but this has already added to the traffic on the busy Moors Road and a larger scale development with more traffic would create serious traffic problems. A large new care home is currently being completed at the northern end of the Moors which will open soon bringing additional traffic.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0604 | 30/09/2017 | Margaret | Djurisic | |
| 1508 | Comments | | | |
| <p>Agreement with Cherwell District Council that the land behind the Moors Kidlington PR14 and PR27 is not suitable for development as per the Bloombridge proposals and therefore objection to this development. This is GB land on the edge of the Cherwell river floodplain and often floods in wet weather. It is a small rural pocket of land adjoining the oldest part of the village and should be preserved as such. It is within a short distance of listed St Marys church which has been there since 1220 with its surrounding peaceful graveyard in a conservation area and provides good wildlife habitat. The graveyard is on the water table and graves are often flooded when dug. Other land there must be very close to the water table. Light pollution from the new houses will also affect the Cherwell riverbank area and wildlife. Small developments have been allowed recently in keeping with the area but this has already added to the traffic on the busy Moors Road and a larger scale development with more traffic would create serious traffic problems. A large new care home is currently being completed at the northern end of the Moors which will open soon bringing additional traffic.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0605 | 02/10/2017 | Roger | Freeman | |
| 1510 | Comments | | | |
| <p>I want to ask you to uphold the Planning Inspector's decision, that the land behind The Moors is unsuitable for development. The land is an asset to the local people and also important part of the Green Belt and wildlife. Any development would generate even more traffic on already to narrow and crowded roads.</p> | | | | |
| Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0606 | 28/09/2017 | Bryant & Margaret | Ambrose | |
| 1512 | <p>Comments</p> <p>Support for decision not to include land behind The Moors for development to met Oxford's unmet housing need. Clear arguments in support of this: 1. Local roads, The Moors in particular, are already very busy and becoming increasingly busy despite calming measures. Any additional access for development would create additional hazards and be dangerous particularly to young children and the elderly in the area. There are a significant number of recreational cyclists in the area which is to be encouraged and they should not be subject to more unnecessary traffic movements and associated risks. 2. Development would be close to the old, original part of the village and its conservation areas which are vital to retaining the atmosphere of the village and its heritage. The conservation area (particularly the Church) would be compromised. 3. Development would be on a flood plain which does flood - this is not responsible. 4. GB is a sensitive area and must not be compromised. Kidlington has already expanded hugely and a stand must be made to avoid encroaching onto this special area. 5. Kidlington has already lost it's town green to development and the area behind The Moors has effectively become the replacement for that facility and is well used for recreation by the community. 6. Pressure would be put on habitats of rare wildlife species. 7. Kidlington is well-served by Exeter Hall and activities in local churches. There are plenty of employment opportunities, business parks and trading estates locally so no need for additional facilities. 8. HM Government recently published revised figures for Oxford's unmet housing need and there are other opportunities for meeting the significantly reduced need in other areas with less sensitivity. Please resist any attempt by the developer to overturn this decision.</p> | | | |
| | Changes Sought | Reasons for Participation | | |
| PR-C-0606 | 28/09/2017 | Bryant & Margaret | Ambrose | |
| 1511 | <p>Comments</p> <p>Support for decision not to include land behind The Moors for development to met Oxford's unmet housing need. Clear arguments in support of this: 1. Local roads, The Moors in particular, are already very busy and becoming increasingly busy despite calming measures. Any additional access for development would create additional hazards and be dangerous particularly to young children and the elderly in the area. There are a significant number of recreational cyclists in the area which is to be encouraged and they should not be subject to more unnecessary traffic movements and associated risks. 2. Development would be close to the old, original part of the village and its conservation areas which are vital to retaining the atmosphere of the village and its heritage. The conservation area (particularly the Church) would be compromised. 3. Development would be on a flood plain which does flood - this is not responsible. 4. GB is a sensitive area and must not be compromised. Kidlington has already expanded hugely and a stand must be made to avoid encroaching onto this special area. 5. Kidlington has already lost its town green to development and the area behind The Moors has effectively become the replacement for that facility and is well used for recreation by the community. 6. Pressure would be put on habitats of rare wildlife species. 7. Kidlington is well-served by Exeter Hall and activities in local churches. There are plenty of employment opportunities, business parks and trading estates locally so no need for additional facilities. 8. HM Government recently published revised figures for Oxford's unmet housing need and there are other opportunities for meeting the significantly reduced need in other areas with less sensitivity. Please resist any attempt by the developer to overturn this decision.</p> | | | |
| | Changes Sought | Reasons for Participation | | |
| PR-C-0607 | 07/10/2017 | Mr & Mrs K W | Lee | |
| 1513 | <p>Comments</p> <p>Strong support to exclude land behind The Moors for development. Developers are lobbying for this to be included. The site is unsuitable for the following reasons: These fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary's Church. The land should be treated as a permanent local green space. Developing this land would deprive local residents of this area of countryside walks. The site is in the GB which must be preserved to prevent urban sprawl. The impact of the proposed development on the Green Belt is not modest as claimed by the developers. GB status should be protected and preserved. Loss of landscape and rural views towards the oldest part of the village. Development (including residential and business units) would affect the setting of the Grade 1 listed St Mary's Church and other listed buildings in the Church Street Conservation Area. Development will exacerbate the flood risk to housing and adjoining land/conservation area. The fields behind The Moors and west of the burial ground flood regularly. Inadequate local infrastructure to support local development of this scale. Detrimental impact on existing roads and services especially surface and foul drainage. The access to the proposed Moors development site is opposite Benmead Road, close to 2 Kidlington Conservation areas. Development would generate a lot of extra traffic near a school and nursery on a relatively narrow, busy road already subject to traffic calming. Damage to surrounding countryside and loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks</p> | | | |
| | Changes Sought | Reasons for Participation | | |
| PR-C-0607 | 07/10/2017 | Mr & Mrs K W | Lee | |
| 1514 | <p>Comments</p> <p>Strong support to exclude land behind The Moors for development. Developers are lobbying for this to be included. The site is unsuitable for the following reasons: These fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary's Church. The land should be treated as a permanent local green space. Developing this land would deprive local residents of this area of countryside walks. The site is in the GB which must be preserved to prevent urban sprawl. The impact of the proposed development on the Green Belt is not modest as claimed by the developers. GB status should be protected and preserved. Loss of landscape and rural views towards the oldest part of the village. Development (including residential and business units) would affect the setting of the Grade 1 listed St Mary's Church and other listed buildings in the Church Street Conservation Area. Development will exacerbate the flood risk to housing and adjoining land/conservation area. The fields behind The Moors and west of the burial ground flood regularly. Inadequate local infrastructure to support local development of this scale. Detrimental impact on existing roads and services especially surface and foul drainage. The access to the proposed Moors development site is opposite Benmead Road, close to 2 Kidlington Conservation areas. Development would generate a lot of extra traffic near a school and nursery on a relatively narrow, busy road already subject to traffic calming. Damage to surrounding countryside and loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks</p> | | | |
| | Changes Sought | Reasons for Participation | | |
| PR-C-0608 | 05/10/2017 | June | Hackney | |
| 1516 | <p>Comments</p> <p>Worried and disturbed that sites PR14 and PR27 might still be reconsidered for development. Land is subject to flooding. It is in the Green Belt. These two facts alone should be sufficient to exclude all such deliberation. This is without any thought of the serious lack of infrastructure of all kinds.</p> | | | |
| | Changes Sought | Reasons for Participation | | |
| PR-C-0608 | 05/10/2017 | June | Hackney | |
| 1515 | <p>Comments</p> <p>Worried and disturbed that sites PR14 and PR27 might still be reconsidered for development. Land is subject to flooding. It is in the Green Belt. These two facts alone should be sufficient to exclude all such deliberation. This is without any thought of the serious lack of infrastructure of all kinds.</p> | | | |
| | Changes Sought | Reasons for Participation | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0609 | 27/09/2017 | Mrs Joy | Barrett | |
| 1517 | Comments | | | |
| <p>Regret that land behind The Moors which was earlier stated unsuitable for development is now at risk of having a development of 300 houses plus business units, in spite of being in the Green Belt. Does nobody consider future generations when proposing these plans? The pond at Holmwell House was restored by an Environmental Group and was then, and still is now, a habitat for Great Crested Newts. The proposed access for the site would certainly destroy the pond. How will The Moors and Mill Street cope with all the additional traffic? How will the local schools accommodate the extra children? Not to mention medical services already under pressure. It would be appalling to cover this beautiful rural landscape in concrete. Plea to the Planning Inspector to refuse these proposals in the interest of Kidlington residents.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0610 | 09/10/2017 | Graham | Willoughby | |
| 1518 | Comments | | | |
| <p>Comments on Risk of Development by Bloombridge on land behind The Moors Kidlington. Strongly urge the committee not to agree to any development on this land. Whilst development looks likely in the GB at the southern end of Kidlington, the GB should be upheld at the northern end - no matter how small the proposal may be - any foothold is bound to lead to further development in future years. There are many footpaths here at "the edge of the village" and to change that would be a real blow to the people that use these footpaths. This area backs onto the oldest part of the village with timeless views of listed buildings and St Marys Church. This land should continue to be protected by the GB as a reminder that GB protection actually means something and should not be given up lightly. I already have housing development behind my house - so I am not protesting to protect the views from there, but as a resident of Kidlington. This is seen as a vital piece of countryside by many hundreds of residents and they would like to see it remain for as long as possible.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0610 | 09/10/2017 | Graham | Willoughby | |
| 1519 | Comments | | | |
| <p>Comments on Risk of Development by Bloombridge on land behind The Moors Kidlington. Strongly urge the committee not to agree to any development on this land. Whilst development looks likely in the GB at the southern end of Kidlington, the GB should be upheld at the northern end - no matter how small the proposal may be - any foothold is bound to lead to further development in future years. There are many footpaths here "the edge of the village" and to change that would be a real blow the people that use these footpaths. This area backs onto the oldest part of the village with timeless views of listed buildings and St Marys Church. This land should continue to be protected by the GB as a reminder that GB protection actually means something and should not be given up lightly. I already have housing development behind my house - so I am not protesting to protect the views from there, but as a resident of Kidlington. This is seen as a vital piece of countryside by many hundreds of residents and they would like to see it remain for as long as possible.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0612 | 02/10/2017 | Mrs G | Pollard | |
| 1521 | Comments | | | |
| <p>Support for decision not to include land behind The Moors in any development. Site is in the GB which must be preserved and protected to prevent urban sprawl as stated in the Conservative Government's manifesto. Loss of landscape and rural views towards the oldest part of the village would affect the setting of St Marys Church and the Church Street conservation area. Any development will exacerbate the flood risk to housing and adjoining land/conservations area. There is inadequate local infrastructure to support any development on the land behind The Moors. The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Marys Church. The land should be treated as a permanent local green space.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0619 | 09/10/2017 | Michael and Danielle | Teper | |
| 1537 | Comments | | | |
| <p>Strong support in decision NOT to allow the development of land behind The Moors. Many good arguments have been considered in coming to this decision, particularly: 1. Oxford does need affordable housing meaning housing that is affordable for families on median Oxford incomes - does this development promise houses that would be sold in that price range? Otherwise 'affordable housing' is merely a deliberately deceptive sound-bite. 2. Development such as this would increase the flood risk for The Moors and neighbouring areas. Major investment would be required on draining infrastructure to avoid this which developers will act to minimise, but they will no longer be around in the future to take responsibility. Please continue the opposition to any attempts by developers to circumvent our local democracy.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0619 | 09/10/2017 | Michael and Danielle | Teper | |
| 1536 | Comments | | | |
| <p>Strong support in decision NOT to allow the development of land behind The Moors. Many good arguments have been considered in coming to this decision, particularly: 1. Oxford does need affordable housing meaning housing that is affordable for families on median Oxford incomes - does this development promise houses that would be sold in that price range? Otherwise 'affordable housing' is merely a deliberately deceptive sound-bite. 2. Development such as this would increase the flood risk for The Moors and neighbouring areas. Major investment would be required on draining infrastructure to avoid this which developers will act to minimise, but they will no longer be around in the future to take responsibility. Please continue the opposition to any attempts by developers to circumvent our local democracy.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-0620 | 08/10/2017 | Alison | Haigh | |
| 1541 | Comments | | | |
| <p>Strong objection to the recently raised plan for building behind The Moors. This would take away green space used for recreation by local residents.</p> | | | | |
| | Changes Sought | | | Reasons for Participation |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0622 | 03/10/2017 | Jennifer | Coppock | Carter Jonas LLP for Oxford Centre for Hebrew and Jewish Studies& Benesco | Y | | N | N |
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| 5401 | Comments | | | | | | | |
| <p>Concerned that the Council has not undertaken a robust assessment of the options for accommodating Oxford City's unmet housing need, particularly within Yarnton. We believe that the Council's Sustainability Assessment is flawed and should have considered development on at least part of our client's land as well as the proposed allocation at Land West of Yarnton (draft Policy PR9). Paragraph 10.148 of the Sustainability Assessment confirms that significant positive effects, regarding development on the subject site ('Site 75 - Land adjacent to The Old School House, Church Lane, Yarnton'), are identified in relation to access to services and facilities. It has also been confirmed that no significant negative effects are identified. The Council has acknowledged that the site could link to, and integrate with, the existing village of Yarnton. However, concern is raised in relation to the potential impacts on the setting of the Registered Park and Garden and listed buildings to the south of the site, and as such the Council has concluded that the site, in its entirety, should not be taken forward for residential development. In doing this, the Council has not considered the potential to develop only the northern portion of the subject site, 'Site 75', rather than the whole of the site. Development on the northern portion, in particular, would form a logical extension to the village and would be sufficiently separated from the Registered Park and Garden and listed buildings to the south. The Proposed Submission Partial Review proposes to deliver 4,400 new homes within seven residential development areas. Paragraph 8.60 states that delivering all 4,400 homes, or significantly more, in close proximity to Oxford and the villages of Kidlington, Begbroke, Islip and Yarnton will ensure that the new homes are located in areas with good access to medical services and open spaces for recreation. This suggests that it would be more sustainable to deliver new homes within the villages mentioned above than other parts of the District, or even the County as a whole. Given that Yarnton has been designated a large Category A village which has access to a range of services and facilities, including a primary school which is proposed to be extended as part of the development on Land West of Yarnton (draft Policy PR9), it is considered that the village has the capacity to deliver more new homes than currently proposed within the Partial Review Local Plan. Development on the northern portion of the subject site would provide small scale, sustainable development which could come forward in the short term. We therefore urge the Council to consider the subject site, in whole or in part, for inclusion within the Local Plan Partial Review. If the subject site were to be developed, the existing landscaping and Yarnton Manor boundary to the south of the site would provide a clear, defensible and permanent boundary to the Green Belt as required by paragraph 85 of the National Planning Policy Framework (NPPF). Furthermore, if the northern portion of the site were to be developed, a comprehensive landscaping scheme would accompany any such development, both screening and protecting the settings of the nearby listed buildings and Registered Park and Garden and enhancing the site's/ Green Belt boundary to the south. The Local Plan Partial Review has not been positively prepared as there is additional capacity for the development of new homes at Yarnton, a sustainable large Category A village within close proximity to Oxford City, which is not currently being realised by the Council. Concerned that the Council has not undertaken a robust assessment of the options for accommodating Oxford City's unmet housing need, particularly within Yarnton. The Local Plan Partial Review is not justified as the Council has failed to fully consider all reasonable alternatives/ additional options as the whole of the subject site has been disregarded without considering the potential for partial development on the site.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| The Council should consider the northern portion of the site as a small scale, sustainable housing allocation at Yarnton. | | | | | | | | |

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| PR-C-0624 | 29/09/2017 | Martin and Sandra | Tipper | | | | | |
| 1546 | Comments | | | | | | | |
| <p>Strong support for decision not to include land behind The Moors, Kidlington on Cherwell Local Plan. Objections include: GB site is a beautiful area. Impact of Church Street Conservation area and St. Mary's Church. Generation of more traffic near a nursery and school on a narrow busy road already subject to traffic calming. Fields are an important and well used amenity. General over development of the area.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

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| PR-C-0624 | 29/09/2017 | Martin and Sandra | Tipper | | | | | |
| 1545 | Comments | | | | | | | |
| <p>Strong support for decision not to include land behind The Moors, Kidlington on Cherwell Local Plan. Objections include: GB site is a beautiful area. Impact of Church Street Conservation area and St. Mary's Church. Generation of more traffic near a nursery and school on a narrow busy road already subject to traffic calming. Fields are an important and well used amenity. General over development of the area.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

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| PR-C-0626 | 05/10/2017 | Mr David | Orman | | | | | |
| 1548 | Comments | | | | | | | |
| <p>Support for Council's decision not to build on the Moors Green Belt. It supports a variety of wildlife; buzzards, kestrels, sparrow hawks, owls, rare sky larks, chaffinches, greenfinches, goldfinches, green & greater spotted woodpeckers, kingfishers, great crested newts, toads, lizards, frogs, Muntjak & Roedeer, foxes, shrews, different mice -to name a few. These fields are also a flood plain. Hundreds of dog walkers, ramblers, etc. use these fields. The increase of traffic would be terrible.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |
| | | | | | during any Examination by the Planning Inspector. | | | |

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| PR-C-0627 | 04/10/2017 | Ken | Fagan | | | | | |
| 1549 | Comments | | | | | | | |
| <p>Strong objection to Moors land development. Family born and bred in this area. Strived to make the Moors home as it is the finest part of the village. Will be spoiled by development. Over the past years already seen four care homes, blocks of flats and housing. Traffic has increased tenfold and is a rat run with ineffective speed bumps and no crossings for residents to use. An entrance opposite Benmead Road would be a disaster. Loss of relaxing walks down to the river, church yard would be surrounded by houses, ponds with preservation orders would be gone. Traffic and parking would get even worse. Don't let this happen.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

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| PR-C-0628 | 03/10/2017 | Andrew | Drury | | | | | |
| 1550 | Comments | | | | | | | |
| <p>Concerns and strong objection to proposed development on the Moors. Benmead is a very busy road, especially at school times with cars being parked on the road. Recent developments caused problems for residents when Benmead was the main access to the development.</p> | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0629 | 09/10/2017 | Mrs Rosie | Lodwick | | N | | N | |
| 1555 | <p>Comments</p> <p>Written with particular reference to land east of the Moors (sites PR14 & PR27), and supports the omission of the sites from the Plan. Policy PR12b states that “Applications for planning permission for the development of sites ...that are not allocated in the Partial Review will not be supported unless...” I consider that this is not legally sound because it implies that development could still be allowed under certain circumstances. None of these include the “ exceptional circumstances” necessary to remove GB designation. The site is unsuitable for development. It lies on the western edge of St. Mary's Conservation Area and would be detrimental to the setting of the church and historic houses nearby. The landscape is of particularly high value. The many footpaths are hugely popular used by many organisations and individuals from near and far. The GB should continue to safeguard this area. Development would generate traffic onto a narrow road that already has traffic calming measures. The land at the eastern end of PR14 is liable to flooding which does not show on Environment Agency maps, but there is photographic evidence. Development would be likely to result in an expansion of the current area of flooding.</p> <p>Changes Sought</p> <p>In order to make this Plan sound, it would need to add the requirement to PR12b for “ exceptional circumstances” to exist for development in all the unallocated sites in the Green Belt.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0629 | 09/10/2017 | Mrs Rosie | Lodwick | | N | | N | |
| 1556 | <p>Comments</p> <p>Written with particular reference to PR14 & PR27. Policy PR12b states that “Applications for planning permission for the development of sites ...that are not allocated in the Partial Review will not be supported unless...” I consider that this is not legally sound because it implies that development could still be allowed under certain circumstances. None of these include the “ exceptional circumstances” necessary to remove GB designation. Site is unsuitable for development. It lies on the western edge of St. Mary's Conservation Area and would be detrimental to the setting of the church and historic houses nearby. The landscape is of particularly high value. The many footpaths are hugely popular used by many organisations and individuals from near and far. The GB should continue to safeguard this area. Development would generate traffic onto a narrow road that already has traffic calming measures. The land at the eastern end of PR14 is liable to flooding which does not show on Environment Agency maps, but there is photographic evidence. Development would be likely to result in an expansion of the current area of flooding.</p> <p>Changes Sought</p> <p>In order to make this Plan sound, it would need to add the requirement to Policy PR12b for “ exceptional circumstances” to exist for development in all the unallocated sites in the Green Belt.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0629 | 09/10/2017 | Mrs Rosie | Lodwick | | N | | N | |
| 1557 | <p>Comments</p> <p>Written with particular reference to PR14 & PR27. Policy PR12b states that “Applications for planning permission for the development of sites ...that are not allocated in the Partial Review will not be supported unless...” I consider that this is not legally sound because it implies that development could still be allowed under certain circumstances. None of these include the “ exceptional circumstances” necessary to remove GB designation. Site is unsuitable for development. It lies on the western edge of St. Mary's Conservation Area and would be detrimental to the setting of the church and historic houses nearby. The landscape is of particularly high value. The many footpaths are hugely popular used by many organisations and individuals from near and far. The GB should continue to safeguard this area. Development would generate traffic onto a narrow road that already has traffic calming measures. The land at the eastern end of PR14 is liable to flooding which does not show on Environment Agency maps, but there is photographic evidence. Development would be likely to result in an expansion of the current area of flooding.</p> <p>Changes Sought</p> <p>In order to make this Plan sound, it would need to add the requirement to Policy PR12b for “ exceptional circumstances” to exist for development in all the unallocated sites in the Green Belt.</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0641 | 09/10/2017 | Carole | Pack | | | | | |
| 1580 | <p>Comments</p> <p>Agreement with submission document over the retention of GB designation on sites on the north-eastern side of Kidlington (between the village and the river Cherwell), and the absence of development allocations in these areas. These sites, which lie behind the houses on the north side of The Moors, are part of the GB countryside. It is a priority to retain these sites as undeveloped land that contributes to the recreational amenity of local residents and the setting of Kidlington. It forms one of Kidlington’s key countryside assets and helps to add an attractive rural dimension to Kidlington’s largely urban identity. These sites are well provided by footpaths and they have become important areas for countryside pursuits walking and jogging. St. Mary’s Fields is a conservation area on the eastern edge of these sites and would be damaged by development. Totally opposed to development of any kind on these sites.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-0642 | 06/10/2017 | Ivor | Davies | | | | | |
| 1581 | <p>Comments</p> <p>Objection to the representation by Bloombridge for land behind the Moors, Kidlington. Key reasons for objection are: 1. The loss of landscape and rural views due to development, and the impact on the setting of St Mary’s Church is a significant loss of amenity. 2. The proposed area acts as a natural area of drainage (the fields are frequently water logged during periods of wet weather); developing this area will increase risk of flooding in the surrounding land and houses etc. 3. Development (and consequent building use) will cause significant increase in traffic along The Moors and Benmead Road. Further, for this large size of development, most residents will need to use vehicles to commute to their employment, driving up amount of traffic and congestion. The area around the proposed development is NOT suited to more traffic and have school/nursery nearby. 4. Specifically the risk of congestion and road accidents given that the proposed entrance to the development is almost opposite the junction with The Moors and Benmead Road is a major concern. 5. Development will significantly impact a well used and valued amenity used by residents and regular visitors who enjoy walking, exercising, and the scenery. Cherwell DC has my strong support for their decision to NOT include the proposed area for development.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0645 | 09/10/2017 | Anne | Pearce | | | | | |
| 1584 | Comments | | | | | | | |
| <p>Objection to proposed development by Bloombridge. While there are community type elements promised there are fundamental reasons why this should not go ahead: Several years ago the site behind my home was earmarked for a proposed Stratfield Brake playing fields - the issue then was impact of the development on the flooding of the homes on The Moors. What is so different now? There is insufficient infrastructure in the area to manage the population as it is let alone a significant increase - not just the NHS but all public services - difficulties with appointments for Kidlington GPs, dentists, optician, and summoning help and support from the police, fire and rescue or the ambulance service - they are all missing deadlines , lacking in money and have disheartened staff. Then there is education. There is no spare money, no spare anything and it looks like it can only get worse. The trend currently seems to be to provide accommodation for the elderly - with developments at the top of The Moors and the bottom of Benmead Road - what extra is going in to the infrastructure pot in Kidlington to support our new elderly residents. It is utterly fantastic that the elderly of Kidlington are being provided for and they can stay local to friends and family but just providing accommodation is not sufficient. There are other issues to do with the environment, the loss of landscape and damage to the local environment. The site is on designated Green Belt. The Conservative manifesto it stated very clearly that Green Belt should be protected.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0650 | 27/09/2017 | Nicolas Edward | Mullineux | | | | | |
| 5413 | Comments | | | | | | | |
| <p>Objection to development on land behind The Moors. Agreement with decision Cherwell District Council have made and do not want this site reopened and reconsidered by the Planning Inspectorate. Site is not suitable for development because: 1. The site is in a GB which must be preserved to prevent urban sprawl. The impact of the proposed development on the GB is not modest as claimed by the developers. GB status should be protected and preserved as stated in the Conservative government's manifesto. 2. Loss of landscape and rural views towards the oldest part of the village. Development (including residential and business units) would affect the setting of St Mary's Church - Grade I Listed -and other listed buildings in the Church Street Conservation Area. 3. Development will exacerbate the flood risk to housing and adjoining land / conservation area. The fields behind the Moors and west of the burial ground floor regularly. Indeed, in times of flooding our back garden floods, which backs onto the development site. 4. Inadequate local infrastructure to support development of this scale. Detrimental impact on existing roads and services especially surface and foul drainage. The access to the proposed moors development site is opposite Benmead Road, close to two of Kidlington's conservation areas. Development will generate a lot of extra traffic near a school and nursery on relatively narrow busy road, already subject to traffic calming. 5. Damage to surrounding countryside and loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks. 6. The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary's Church. The land should be treated as permanent local green space.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0650 | 27/09/2017 | Nicolas Edward | Mullineux | | | | | |
| 1594 | Comments | | | | | | | |
| <p>Objection to development on land behind The Moors. Agreement with decision Cherwell District Council have made and do not want this site reopened and reconsidered by the Planning Inspectorate. Site is not suitable for development because: 1. The site is in a GB which must be preserved to prevent urban sprawl. The impact of the proposed development on the GB is not modest as claimed by the developers. GB status should be protected and preserved as stated in the Conservative government's manifesto. 2. Loss of landscape and rural views towards the oldest part of the village. Development (including residential and business units) would affect the setting of St Mary's Church - Grade I Listed -and other listed buildings in the Church Street Conservation Area. 3. Development will exacerbate the flood risk to housing and adjoining land / conservation area. The fields behind the Moors and west of the burial ground floor regularly. Indeed, in times of flooding our back garden floods, which backs onto the development site. 4. Inadequate local infrastructure to support development of this scale. Detrimental impact on existing roads and services especially surface and foul drainage. The access to the proposed moors development site is opposite Benmead Road, close to two of Kidlington's conservation areas. Development will generate a lot of extra traffic near a school and nursery on relatively narrow busy road, already subject to traffic calming. 5. Damage to surrounding countryside and loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks. 6. The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary's Church. The land should be treated as permanent local green space.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0651 | 27/09/2017 | Philippa | Mullineux | | | | | |
| 5414 | Comments | | | | | | | |
| <p>Objection to development on land behind The Moors. Agreement with decision Cherwell District Council have made and do not want this site reopened and reconsidered by the Planning Inspectorate. Site not suitable for development: 1. The site is in a GB which must be preserved to prevent urban sprawl. The impact of the proposed development on the GB is not modest as claimed by the developers. GB status should be protected and preserved as stated in the Conservative government's manifesto. 2. Loss of landscape and rural views towards the oldest part of the village. Development (including residential and business units) would affect the setting of St Mary's Church - Grade I Listed -and other listed buildings in the Church Street Conservation Area. 3. Development will exacerbate the flood risk to housing and adjoining land / conservation area. The fields behind the Moors and west of the burial ground floor regularly. Indeed, in times of flooding our back garden floods, which backs onto the development site. 4. Inadequate local infrastructure to support development of this scale. Detrimental impact on existing roads and services especially surface and foul drainage. The access to the proposed moors development site is opposite Benmead Road, close to two of Kidlington's conservation areas. Development will generate a lot of extra traffic near a school and nursery on relatively narrow busy road, already subject to traffic calming. 5. Damage to surrounding countryside and loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks. 6. The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary's Church. The land should be treated as permanent local green space.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| PR-C-0651 | 27/09/2017 | Philippa | Mullineux | | | | | |
| 1595 | Comments | | | | | | | |
| <p>Objection to development on land behind The Moors. Agreement with decision Cherwell District Council have made and do not want this site reopened and reconsidered by the Planning Inspectorate. Site not suitable for development: 1. The site is in a GB which must be preserved to prevent urban sprawl. The impact of the proposed development on the GB is not modest as claimed by the developers. GB status should be protected and preserved as stated in the Conservative government's manifesto. 2. Loss of landscape and rural views towards the oldest part of the village. Development (including residential and business units) would affect the setting of St Mary's Church - Grade I Listed -and other listed buildings in the Church Street Conservation Area. 3. Development will exacerbate the flood risk to housing and adjoining land / conservation area. The fields behind the Moors and west of the burial ground floor regularly. Indeed, in times of flooding our back garden floods, which backs onto the development site. 4. Inadequate local infrastructure to support development of this scale. Detrimental impact on existing roads and services especially surface and foul drainage. The access to the proposed moors development site is opposite Benmead Road, close to two of Kidlington's conservation areas. Development will generate a lot of extra traffic near a school and nursery on relatively narrow busy road, already subject to traffic calming. 5. Damage to surrounding countryside and loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks. 6. The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary's Church. The land should be treated as permanent local green space.</p> | | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0666 | 08/10/2017 | Lucy | Loveridge | | | | | |
| 1643 | Comments | | | | | | | |
| <p>Objection relating to Kidlington, Yarnton and Begbroke on the following grounds: Development could be located on sustainable sites identified elsewhere in the district rather than GB which Government says should only be used as a very last resort. A high proportion of the new homes should be affordable for young people and families from the local area. Infrastructure such as roads and schools should be put in place, as well as adequate parking facilities for the new residents. Traffic congestion and parking is already a major problem in Kidlington and the surrounding area, especially in the rush hour. Support for Cherwell's decision not to include land behind the Moors for development, as this is GB land used for recreation by local people, and would cause yet more traffic problems. I am appalled at the prospect of Kidlington becoming simply another suburb of Oxford.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0668 | 08/10/2017 | Stephen | Youngman | | | | | |
| 1645 | Comments | | | | | | | |
| <p>Objection relating to Kidlington, Yarnton and Begbroke on the following grounds: Development could be located on sustainable sites identified elsewhere in the district rather than GB which Government says should only be used as a very last resort. A high proportion of the new homes should be affordable for young people and families from the local area. Infrastructure such as roads and schools should be put in place, as well as adequate parking facilities for the new residents. Traffic congestion and parking is already a major problem in Kidlington and the surrounding area, especially in the rush hour. Support for Cherwell's decision not to include land behind the Moors for development, as this is GB land used for recreation by local people, and would cause yet more traffic problems. I am appalled at the prospect of Kidlington and it's close neighbours becoming another suburbs of Oxford, with the consequential loss of revenue to Cherwell District Council.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0695 | 07/10/2017 | Prof Roger | Davies | | | | | |
| 1720 | Comments | | | | | | | |
| <p>Land behind the Moors (sites PR14 & PR27), that have been rejected for development by Cherwell have been identified by Bloombridge developers as a site where they want to build 300 houses. These sites are particularly sensitive and I object very strongly to any suggestion of development here. They are in the GB. They are adjacent to the oldest, historic part of the village which is a conservation area. In the heavy 2007 summer rains the meadows flooded up to the back of the church, there is a serious risk that development here would cause that flooding to extend further south and west. The vehicular access is directly onto the Moors, a road that already has traffic calming. Much of the traffic created by the housing would flow down Benmead road directly onto the A4260. This is a small, winding, residential street with North Kidlington Junior School near the SW exit onto the A4260. It is already overloaded with through traffic and it would be both dangerous and unwelcome to add to flux of vehicles. These two sites are amongst the most valued in Kidlington for walking and wildlife. No proposal for development on PR14 & PR27 should be considered.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0697 | 07/10/2017 | Ioana | Davies | | | | | |
| 1724 | Comments | | | | | | | |
| <p>Developer,(Bloombridge) are appealing to Cherwell about areas that have already been rejected for housing development (PR14 and PR27). These areas behind The Moors in Kidlington are used by many residents for walking; they also flood most years. The flood risk to the historic area of Kidlington and surrounding houses would increase. Building on these areas would cause terrible damage to wildlife and their habitat. There is inadequate local infrastructure to support building in this area. It is near the most historic part of the village and would damage the setting of St Mary's Church and the area surrounding it; already a conservation area. These areas have been rejected already for these reasons. No appeal should be allowed to proceed.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0699 | 05/10/2017 | Mrs. J A | Burt | | | | | N |
| 1734 | Comments | | | | | | | |
| <p>The Begbroke Lane restricted byway is a delightful walk between sites PR20 and PR24 which are open fields in the GB. The byway is probably one of the most heavily used walks as it is easily accessible to dog walkers, cyclists, families, the elderly and disabled and leads from Begbroke to the canal then on into Kidlington. If the above two sites were built on it would no longer be a delightful country walk which is so beneficial to mental health. East Begbroke is a small peaceful, safe village with no through roads. It is surrounded on 3 sides by sites PR74, PR20 and PR24 (the fourth side being bound by the A44). It would be devastating if this was swallowed up by Oxford City. Proposed building would contravene Cherwell District Council's policies: - Protecting and respecting the identity of individual settlements and the loss of village identity. - The need to consider the impact of additional housing on the provision of open space. -The need to protect and enhance biodiversity more generally and avoid wildlife disturbance. - To improve the health and well-being of the population and reduce inequalities in health. -To reduce crime and the fear of crime. - To protect and enhance landscape character and quality, and make accessible for enjoyment, the countryside. Oxford City is protecting its own green spaces - how can it be right that it is insisting on destroying ours?</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0699 | 05/10/2017 | Mrs. J A | Burt | | | | | N |
| 1733 | Comments | | | | | | | |
| <p>Site PR74 has remained uncultivated for many years and is a haven for wildlife including deer, owls, hedgehogs and bats as well as many trees which provide food and shelter for numerous birds and insects. The access to this site is potentially very dangerous. East Begbroke is a small peaceful, safe village with no through roads. It is surrounded on 3 sides by sites PR74, PR20 and PR24 (the fourth side being bound by the A44). It would be devastating if this was swallowed up by Oxford City. Proposed building would contravene Cherwell District Council's policies: - Protecting and respecting the identity of individual settlements and the loss of village identity. - The need to consider the impact of additional housing on the provision of open space. -The need to protect and enhance biodiversity more generally and avoid wildlife disturbance. - To improve the health and well-being of the population and reduce inequalities in health. -To reduce crime and the fear of crime. -To protect and enhance landscape character and quality, and make accessible for enjoyment, the countryside. Oxford City is protecting its own green spaces - how can it be right that it is insisting on destroying ours?</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0703 | 29/09/2017 | Roger | Prince | | |
| 1750 | <p>Comments</p> <p>Previous objections are stated again in the reps letter: Sites 14 and 27 are very similar to the substantial site “KI081” identified as having potential for development under the 2013 (Strategic Housing Land Availability Assessment) SHLAA. Under the 2014 SHLAA, most of that land was discounted as being too large for development and a very much smaller site “KI104” replaced it. The reasons given were that the development of the land would adversely affect the “open space that protects the important relationship with the historic environment and countryside to the north”. These reasons still exist today. The land is, of course, all within the Green Belt and no part of it should be developed. In fact, the Government’s own manifesto made it clear that Green Belt status should be protected and preserved. Furthermore, the impact of the proposed development on the Green belt is not modest as claimed by Bloombridge. Any development of the land would take away some of the views towards the oldest part of the village. The proposed development, which includes business units as well as residential properties, would affect the setting of St Marys Church – a Grade 1 listed building - and other listed buildings in the Church Street Conservation Area. The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary’s Church. The land should be treated as a permanent local green space. Any development would impact on wildlife including skylarks, short eared owls and great crested newts. There would probably be an additional risk of flooding to private properties and the surrounding land. The fields behind The Moors and to the west of the cemetery already flood regularly. The Moors is unsuitable for large volumes of traffic but is already used heavily as a “rat run”. Any additional traffic generated through development to the north of The Moors would make matters worse as well as increasing noise and air pollution.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-0703 | 29/09/2017 | Roger | Prince | | N |
| 1745 | <p>Comments</p> <p>Land behind The Moors - Kidlington: fully support the decision to exclude them from your plan. However, believes that Bloombridge is still lobbying strongly for the land behind The Moors to be included in the final plans. The reasons why the land should not be developed have not changed and I would ask that Bloombridge’s proposals continue to be rejected. Previous objections are stated again in the reps letter: Sites 14 and 27 are very similar to the substantial site “KI081” identified as having potential for development under the 2013 (Strategic Housing Land Availability Assessment) SHLAA. Under the 2014 SHLAA, most of that land was discounted as being too large for development and a very much smaller site “KI104” replaced it. The reasons given were that the development of the land would adversely affect the “open space that protects the important relationship with the historic environment and countryside to the north”. These reasons still exist today. The land is, of course, all within the Green Belt and no part of it should be developed. In fact, the Government’s own manifesto made it clear that Green Belt status should be protected and preserved. Furthermore, the impact of the proposed development on the Green belt is not modest as claimed by Bloombridge. Any development of the land would take away some of the views towards the oldest part of the village. The proposed development, which includes business units as well as residential properties, would affect the setting of St Marys Church – a Grade 1 listed building - and other listed buildings in the Church Street Conservation Area. The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary’s Church. The land should be treated as a permanent local green space. Any development would impact on wildlife including skylarks, short eared owls and great crested newts. There would probably be an additional risk of flooding to private properties and the surrounding land. The fields behind The Moors and to the west of the cemetery already flood regularly. The Moors is unsuitable for large volumes of traffic but is already used heavily as a “rat run”. Any additional traffic generated through development to the north of The Moors would make matters worse as well as increasing noise and air pollution.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-0715 | 30/09/2017 | Dr Victoria | Slater | | Y |
| 1795 | <p>Comments</p> <p>Sites rejected at this stage by Cherwell DC are still vulnerable and strongly support the decision of Cherwell DC not to include sites PR14 and PR27 for development. This would entail the loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks as well as a valuable amenity for village residents and visitors providing walks and historic views of the village toward St. Mary’s Church. The land should be treated as a permanent green space. Any development would also exacerbate the flood risk to housing and adjoining land/conservation area. There is inadequate local infrastructure to support such development and it would have a detrimental impact on existing roads and services especially surface and foul drainage. Development would generate a lot of extra traffic near a school and nursery on a road already subject to traffic calming.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-0717 | 01/10/2017 | Pierre | Pazgrat | | |
| 1804 | <p>Comments</p> <p>Has some concern with the effect of Cherwell’s plans on Cutteslowe Park. • There is at the moment no guarantee of the additional park land and that the arable land will stay as such in permanence either • The Area is to be built on the Green Belt Land which first aims at preventing urban sprawl and neighbouring towns merging into one another. It also supports in preserving the setting and special character of Oxford</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-0729 | 02/10/2017 | Christine | Kennell | | |
| 1839 | <p>Comments</p> <p>Support of the decision NOT TO INCLUDE The Moors land for development for the following reasons: 1 The site is in the Green Belt which should be preserved for the benefit of all Kidlington residents. 2 Development will increase the risk of flooding to houses in The Moors and adjoining land. This area already floods regularly, as the water table here is high. In fact many of the older houses on that side of The Moors have wells in their back gardens which were in use when we moved into the area some 50 years ago. 3 The local infrastructure will not support the development. The Moors is a narrow, busy road, with a retirement complex adjacent to the proposed entrance opposite Benmead Road, a care home next door to that and another care home within one hundred yards. Residents of the retirement complex have mobility problems, and use motorized wheel chairs to gain access to the local shops and already have to contend with increasing traffic problems on The Moors. To build another estate adjacent to the retirement complex is inviting road traffic accidents. There is also a new care home further up The Moors, and a primary school along Benmead Road which generates a large volume of traffic several times a day. 4 Development will damage the surrounding countryside and mean a loss of habitat for wildlife. 5 Many village residents enjoy the amenity of open fields for walks and views. Development would mean loss of landscape and views, particularly views of the Grade 1 listed church and famous spire.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |
| PR-C-0732 | 02/10/2017 | Bryan | Rugg | | |
| 1845 | <p>Comments</p> <p>Object to these two areas of land behind the Moors being developed. The Cherwell District Council is right to exclude this land from development should not be over-ruled for the following reasons: 1 The roads are already in a shocking state and more traffic will only make them worse. 2 The roads are just not capable of handling the increased traffic that any development would entail. 3 The roads currently have calming measures installed and any increase in traffic would mean more noise and noxious fume pollution. 4 The land is currently Green Belt and therefore should not be considered for development.</p> | | | | |
| | Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0743 | 07/10/2017 | Rosslyn | Avery | |
| 1880 | Comments | | | |
| Would like to ask not to include the Moors land for development in the building plans. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0744 | 03/10/2017 | Mr & Mrs S J | Hewer | |
| 1881 | Comments | | | |
| The proposed planning behind the Moors Kidlington is impossible to imagine as the added traffic through the access route would create a cross road with Benmead road where there is also an access to a Pension residential home. The 300 homes and business units would increase the comings and goings to a level that would change the whole area. The traffic going to the business units would also add to the danger of heavier vehicles turning on a very difficult turning. Be aware of the amount of children going to and from the nearby schools would make this turning very dangerous and the council would be responsible for this added danger. Also anywhere along the Moors would increase the danger of accidents. The extra traffic turning off the A4260 Banbury road into the Moors where there is also a large dementia care centre would also increase the danger of accidents. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0745 | 28/09/2017 | Carole | Wilkins | |
| 1882 | Comments | | | |
| Strongly object to any present or future building behind The Moors and indeed any where in Kidlington. Live in Kidlington for its village feel and while expected it to grow over the years, did not expect Green Belt areas to be built on as always thought this to be protected land. Protest in the strongest manner to land behind The Moors to be subject of building applications or future proposals. Love walking through the fields in question and end up at the canal, with the feeling that we were miles away from the rabble that is Oxford and hope nothing ever changes that. In Kidlington Benmead Road, there are already subject to many cars racing through to beat the many traffic lights installed on the main Oxford Road and fear more cars using the road, as it appears that the proposal to develop the land shows entry and exit of the building to be opposite Benmead Road. The road has a primary school and a nursery leading on to it, and at school picking up times, cars are parked along Benmead Road making it hazardous driving and an enormous accident risk for young children being small, not being seen by drivers, running across their path. Many years ago it was proposed to open up the rear exit, in Curtis Way, but it was turned down by a very caring council who decided it was too much of a risk with young children going to school. Are today's children not entitled to the same care and protection? More housing generates more children needing schooling, more people needing Doctors, more cars parking in the already full to overflowing car parks all of which will eventually reduce the quality of life for all of us Kidlington residents who chose to live in a quieter part of Oxfordshire. For many years The Moors has flooded in winter and any property built on this low lying land could be at risk, something that will not be common knowledge to outsiders. Spending no doubt big money on houses at risk. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0746 | 08/10/2017 | Matthew | Willis | |
| 1883 | Comments | | | |
| Would like to ask not to include the Moors land for development in the building plans. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0751 | 28/09/2017 | Alan, J C, Adam & Emma | Richards | |
| 1894 | Comments | | | |
| Object to the development to take place on land at behind the Moors in Kidlington (Options sites PR14 PR27). This is GREEN BELT which must be preserved, the development is not a modest one. Green Belt status should be protected and preserved as stated in the CONSERVATIVE GOVERNMENTS MANIFESTO. This would also effect the setting of ST MARYS CHURCH GRADE 1 LISTED, and many other LISTED buildings in church street CONSERVATION AREA. This area to the west of the burial ground FLOOD REGULARLY. This would also have a massive impact on the flood risk to housing and adjoining land /CONSERVATION area. Which is a haven for the short eared owl, GREAT CRESTED NEWTS, and SKYLARKS. The fields are an important and very well used amenity for village residents and regular visitor The land should be treated as permanent green space. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0757 | 09/10/2017 | Lindsay | Bowden | |
| 1901 | Comments | | | |
| Strongest support for the decision not to include The Moors land for development. Reasons of increased traffic it would make what is already a severely congested route travelling south towards Oxford almost constantly gridlocked. The impact on the environment would be enormous, both in terms of flooding and wildlife lost. The access to open space would be lost to many residents of the area, and the strain on the infrastructure of what calls itself a village would be significant. | | | | |
| Changes Sought | | Reasons for Participation | | |
| PR-C-0765 | 10/10/2017 | Eleanor | Williamson | |
| 1932 | Comments | | | |
| Most strongly oppose to Options Sites 14 & 27 (Land behind the Moors) as these sites make the least sense of all. They are: (i) In the Green Be. (ii) On a flood plain of the river Cherwell. The river often floods towards St Mary's Church, including the field immediately north of the church. Sites 14 & 27 contribute to a 'soakage barrier' protecting the existing settlement. The water table in the cemetery adjoining St Mary's Church is very high. Grave digging has been problematic due to saturated ground. The ground is unsuitable to build homes on, and to do so would compromise existing homes. (iii) Important recreationally as country walks. The 'Kidlington Circular Walk' (popularised by Oxfordshire County Council's Oxfordshire Circular Walks series) passes around this tract of land and takes in the uninterrupted open views across Sites 14 & 27. The network of walks through and around Sites 14 & 27 is a 'jewel in Kidlington's crown' for locals and visitors to the village. There is real amenity value in preserving it. (iv) Important to maintaining character and integrity of the historic conservation area around St Mary's Church. Seen from the footpath through the middle of Sites 14 & 27, St Mary's Church stands alone at the very edge of the settlement, surrounded by fields. The view is iconic, timeless and of historic significance. Developing 14 & 27 would obliterate it (v) A valuable wildlife habitat. They form an important ecosystem and wildlife corridor. (vi) At the wrong end of the village for Oxford, implying the worst impact on traffic flow through the village itself. Situated at the northern end of Kidlington, furthest from Oxford, vehicles would have to pass right through the village on every journey to Oxford City, Oxford Parkway rail station or major road links (A34, Ring Road, A420). (vii) To have access off a neighbourhood road that is already subject to traffic calming. The Moors, from which the new sites would be entered, has for many years had speed bumps along its entire length. These were put in to deter additional traffic from what was becoming an over-used 'rat run'. What the speed bumps tell you is that traffic volume on this road has already been assessed and deemed unreasonably high. For the seven reasons above believes that Sites 14 & 27 make the least sense of all. | | | | |
| Changes Sought | | Reasons for Participation | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0765 | 10/10/2017 | Eleanor | Williamson | | | | |
| 1933 | Comments | | | | | | |
| Fully support Cherwell's more recent decision to exclude Sites 14 & 27 from consideration. Urges Cherwell firmly to uphold that decision if the developer should attempt to put these sites forward again at any future time. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0774 | 10/10/2017 | Ailsa | Reid | | | | Y |
| 1957 | Comments | | | | | | |
| Support the decision of the Council to exclude the land behind The Moors, Kidlington, (Options sites PR14 and PR27) as unsuitable for development - as mentioned in the representation, this is both a local amenity and a wildlife area, and in the Green Belt. Any proposed development would also have a high impact on the local primary school, with a large increase in traffic around it. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0780 | 01/10/2017 | Mr & Mrs Anthony | McMullan | | | | Y |
| 1983 | Comments | | | | | | |
| Wholeheartedly with Cherwell in supporting their decision not to include The Moors land for development. With the plans put forward by Bloombridge I cannot see how our roads can possibly cope with the increasing traffic as we have huge problems with traffic in the mornings and evenings without the extra houses and business premises. Also sewage and storm water is a big issue here, as The Moors is very much prone to flooding. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0800 | 10/10/2017 | Philip & Jane | Wood | | | | |
| 2062 | Comments | | | | | | |
| Strong support of Cherwell's decision that the land behind the Moors is unsuitable for development and should be retained as green space. This area is Green Belt and should be protected and preserved, it is also prone to flooding and development would exacerbate the flood risk. Local roads and services (particularly surface drains and sewers) are already under strain. Developer Bloombridge is lobbying for land behind the Moors to be included in the Submission Plan and we wish to reiterate support for the decision not to include this land. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0801 | 10/10/2017 | Alison & Simon | Street | | | | |
| 2063 | Comments | | | | | | |
| The land behind the Moors in Kidlington (Options sites PR14 and PR27 referred to in the Proposed Submission Plan (July 2017) to meet Oxford's unmet housing need) may continue to be subject to potential development even though it was removed from the above mentioned plan earlier this year. It should NOT be included as land for development for the following reasons. 1. It constitutes a significant section of green belt area and should therefore be protected as stated in the Conservative manifesto. 2. It provides a community amenity, important for the health and wellbeing for residents of Kidlington, Hampton Poyle and Thrupp, as well as those from further afield in North Oxford and Marston and Islip. Loss of this green area will also mean loss of habitat for wildlife and the inevitable decline of songbirds and small animals. 3. It is an area which has been subject to seasonal flooding. 4. Proposed access as detailed in the Bloombridge proposals indicate a road to join the Moors. This is already subject to potential increased traffic from new housing at the north end of the Moors, and will be likely to lead to local congestion along the Moors and Mill Street and Benmead Road. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0802 | 27/09/2017 | Graham, Glen and Alice | Kirby | | | | |
| 2064 | Comments | | | | | | |
| Objection in the strongest terms to any development on land behind the Moors in Kidlington (Options sites PR14 and PR27. It is a valuable local green belt amenity which is used regularly to enjoy the richness of the natural habitat. This valuable resource should be protected permanently. It is essential to protect Lambs Close, St Mary's Close and surrounding streets from increased Flood Risk. Already one major incident in recent years from the near proximity to the River Cherwell. Climate change can only make matters worse. Construction on what is effectively a flood plain would endanger the properties of local residents, posing threats to both surface water and foul drainage. The local roads are already busy, the Moors subject to traffic calming measures, and becoming more difficult to negotiate because of increased parking. Please ensure that land behind the Moors is not included in any development plans either now or in the future. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |
| PR-C-0803 | 10/10/2017 | Catherine | Grebenik | | | | |
| 2065 | Comments | | | | | | |
| Objection to the Bloombridge proposals for land behind the Moors. I strongly support Cherwell District Council in their decision to exclude this site from development. It is an important amenity area for all the residents of Kidlington and supports much local wildlife. It is also an area of land that acts as a repository for water at times of flooding. The land should be treated as a permanent green space. We cannot afford to lose areas like this from our neighbourhood. | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0805 | 10/10/2017 | Margaret | Williamson | | | | | |
| 2068 | Comments | | | | | | | |
| Support for decision to exclude land behind the Moors (Options sites PR14 and PR27) from development. Should a further application be made, please stand by earlier rejection of the Bloombridge scheme. Objection to use of Green Belt land on principle. Re The Moors traffic: - 300 households will increase daily traffic movements, private, commercial, everyday deliveries, this will be hugely detrimental to The Moors. - Sites open onto a narrow street to busy cross-roads. - Traffic calming humps are already installed with bus services being withdrawn as a result. Although this encourages care usage, I am NOT calling for buses to be reinstated in The Moors. - The Moors should remain as a 'neighbourhood' road. Re The Moors drainage: Concern about drainage in the immediate area, potential threats downstream and effects on the level of the water table. Experience of a pet burial was hampered one winter by water only 18 inches down and that a further distance from the Cherwell than the Bloombridge site is. Re The immediate area: The area behind The Moors, Church Street and Mill Street should remain as an area for the quiet recreation of all Kidlington households and, with the spire as a landmark, adding a sense of stability and history. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0813 | 08/10/2017 | Jennifer | Betts | | | | | |
| 2215 | Comments | | | | | | | |
| Strong support for Cherwell District Council's decision not to include the land between the rear of the Moors and the River Cherwell Kidlington (Options sites PR14 and PR27) in the proposed submission document July 2017. Reasons: • Site is in the GB which must be preserved to prevent urban sprawl. The impact of the proposed development on the GB is not modest as claimed by the developers. GB status should be protected and preserved as stated in the Conservative Government's manifesto. • Loss of landscape and rural views towards the oldest part of the village. Development (including residential and business units) would affect the setting of St Marys Church - Grade 1 listed - and other listed buildings in the Church Street Conservation Area. • Development will exacerbate the flood risk to housing and adjoining land/conservation area. The fields behind The Moors and west of the burial ground flood regularly. • The foul drainage in The Moors regularly floods at storm times and has inadequate capacity for the additional development. • Inadequate local infrastructure to support development of this scale. Detrimental impact on existing roads and services especially surface and foul drainage. The access to the proposed Moors development site is opposite Benmead Road close to two Kidlington Conservation areas. Development will generate a lot of extra traffic near a school and nursery on a relatively narrow, busy road already subject to traffic calming. • Damage to surrounding countryside and loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks. • The fields are an important and very well used amenity for village residents and regular visitors providing walks and views of the village towards St Mary's Church. The land should be treated as a permanent local green space. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0814 | 07/10/2017 | David | Betts | | | | | |
| 2232 | Comments | | | | | | | |
| Strong support Cherwell District Council's decision not to include the land between the rear of the Moors and the River Cherwell Kidlington (Options sites PR14 and PR27) in the proposed submission document July 2017. The land is in the green belt, which is designed to prevent urban sprawl. The NPPF states that only in exceptional circumstances should the GB be allocated for development. These have not been fully demonstrated. The scale of the development is unsustainable in transport terms with access at a busy residential junction. The roads in this area are fully utilised for the existing residential area and many of the roads are used for parking. The site is close to a two elderly peoples accommodations. There is no scope for transport improvement works in a tight residential area. This site can only be accessed from The Moors, as it is landlocked by the floodplain, The Moors and the railway. This will result in unacceptable levels of traffic passing through residential roads with the detrimental affect on air quality and the general environment. The general pressure on vehicular movement in this area and through the north east part of the village will be significant. The access shown is very narrow passing through a village pond, which acts as a natural soakaway to drain the fields and rear gardens of part of the Moors. This pond has an overflow to the highway drain. This demonstrates that there are potential natural drainage problems to large areas of the site and the Environment Agency indicate that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water and ground water flooding incidents. The Moors has very limited foul drainage capacity and currently has two tank sewers to hold storm drainage in the foul sewer as the system regularly surcharges and floods. The site is close to the village conservation area and will have significant detrimental impact on Grade 1 Listed St Mary the Virgin Church, 34 other listed buildings, and a scheduled ancient monument. The land in question consists of open farmland made up of ancient water meadows with rich form of wildlife and fauna. There is a large population of a variety of wildlife species some of which are protected under the Wildlife and countryside Act 1981. The land has a number of footpaths crossing and serves as a significant opportunity to access the countryside, is of high landscape value and provides valuable amenity land to the village. The Green Belt status of this land should be protected and preserved. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0836 | 09/10/2017 | Chris | Pack | | | | | Y |
| 2271 | Comments | | | | | | | |
| Agrees with the CLPPR submission over the retention of Green Belt designation on sites on the north-eastern side of Kidlington (between the village and the river Cherwell), and the absence of development allocations in these areas. It is a priority to retain these sites as undeveloped land that contributes to the recreational amenity of local residents and the setting of Kidlington. It forms one of Kidlington's key countryside assets and helps to add an attractive rural dimension to Kidlington's largely urban identity. These sites are well provided by footpaths and they have become important areas for walking and jogging. It is also an important area in terms of biodiversity. Gives detailed list of wild life. The parts of these sites closest to the houses along the Moors occupy a river terrace only just above flood plain, which provides an important "sponge" at times of heavy rainfall. There is a history of flooding problems in The Moors and after prolonged rainfall these areas are waterlogged. There would be considerable impact upon the residential amenity of houses backing onto this site and increased traffic pressure on The Moors, already over-used as a rat run. This is green belt countryside of exceptional value to Kidlington In the Inspectors Report 1991 it was described as an "area of High Landscape Value". | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0867 | 02/10/2017 | Dr John | Maddicott | | | | | Y |
| 2359 | Comments | | | | | | | |
| Very pleased to see that Cherwell DC's Proposed Submission Plan does not propose any housing development on Options sites PR14 and PR27 (land behind the Moors, Kidlington). The two sites are entirely unsuitable for development and any proposal to build on them would be unsound and unjustified for the following reasons: 1. The two sites are both within the Green Belt, within which development is permitted only in entirely exceptional circumstances. They also border the Kidlington Conservation Area, near the parish church and many other listed buildings, where any further modern development would be insensitive and deleterious to the setting of this protected part of the old village. 2. The two sites are widely used for recreational purposes by many Kidlingtonians - by dog-walkers, other walkers, cyclists and joggers. In an average week it is probable that well over a hundred people make use of this land, which is criss-crossed by many permissive footpaths. It would be entirely wrong to remove this land, at present a pleasant piece of open country, from effective public use. 3. Building on these two sites would generate a quite unacceptable volume of extra traffic. Since road access to the site is to be gained from opposite the junction of Benmead Road and the Moors, the entire volume of additional traffic will be directed along Benmead Road and the Moors. These are both relatively narrow roads which already carry continuous traffic. In addition, Benmead Road is close to a primary school and nursery, sites where safety may well be jeopardised by any increased traffic flow. From these two roads traffic will pass on to the main Oxford-Banbury road through Kidlington, a road which is already subject to extreme congestion at peak times, to which additional building on these sites can only add. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-0894 | 10/10/2017 | Brian & Maureen | Merry | | | | | Y |
| 2408 | Comments | | | | | | | |
| Support the Council in opposing the land behind The Moors (Option sites PR14 and PR27). Such a large development on Green belt is a step too far and would destroy a nature reserve in the form of many birds. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0895 | 04/10/2017 | Joyce | Morris | | | | | |
| 1431 | Comments | | | | | | | |
| Strongly support your decision of July 2017 not to develop land behind the Moors. Trust that this decision is final and that this site will not be used for housing development at a later date. The site is quite unsuitable. There is frequent flooding in the fields behind the Moors and behind the church. The church is a Grade 1 listed building and dates from 1220. The steeple is one of the finest in the country (mentioned by Simon Jenkins in his book the Thousand Best Churches.) It is a wonderful sight when viewed from across the fields behind the Moors. The building of houses would obliterate this view. Of particular concern is the fact that the plan for the access to and from any new development would be opposite the Benmead Road junction with the Moors, very close to housing for the elderly. The Moors is narrow and the traffic is heavy. The limited number of parking spaces within the grounds of Homewell House and Moorside Place results in many visiting cars being parked on the road. The road becomes difficult to negotiate and quite dangerous for the elderly people of the aforesaid residences. The additional amount of traffic created by additional housing would only add to these hazards. Benmead Road would also experience a huge increase in traffic and this is a road that leads directly to North Kidlington Primary School. The pond alongside the footpath behind Homewell House would cause considerable foundation problems for any firm building. Local people who have extended their houses can verify this. This is an area crossed by public footpaths and used by the large numbers of Kidlington's residents on a daily basis. It is the equivalent of their "local park". There are wonderful views, and an abundance of wild life, particularly deer. To build on this area would be to rob Kidlington of one of its most attractive features. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0896 | 10/10/2017 | N T | Simpson | | | | | |
| 4362 | Comments | | | | | | | |
| Strong objection to Bloombridge developing land behind the Moors, and fully agree with Cherwell District Council's decision to exclude this site from future development. 1. GB should be preserved and not eroded away depriving local residents of the rural landscape with it's views of our local church. 2. Infrastructure has already been put at risk by infilling down the Moors and further demands, coupled with the possibility of flooding, could result in major problems in the future. 3. Inclusion of allotments is no guarantee that they won't be built on in the future. 4. There will be negative effects on the local school as they are hemmed in on all sides with little room for expansion. The prospect of more children using the school and more traffic on the road means that safety becomes an important issue. The speed limit is often not observed. 5. Land is a valuable local amenity used by many people and should remain as part of the GB. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0948 | 04/10/2017 | P E | Clayton | | | | | |
| 507 | Comments | | | | | | | |
| The possible development should be rejected for the following reasons :-It's in the green belt, which once lost can never be restored. Increased chance of flooding in a location which already has difficulties. Access to the site is restricted. The increase in traffic will exacerbate the existing problems caused by all day, on street, commuter parking, and the busy times at the beginning and end of the school day. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0973 | 08/10/2017 | Guy | Harrison | | | | | N |
| 1921 | Comments | | | | | | | |
| Object to Policy PR3 to remove land from the Oxford Green Belt. The Green Belt around Kidlington provides enjoyment and health benefits to local residents. Government guidance says that Green Belt is a permanent designation and that unmet housing need is not a reason for building on it. The plan is therefore ineffective and not consistent with National Policy. If the proposal goes ahead, Kidlington would become part of a vast urban sprawl encompassing north Oxford, Cutteslowe, Wolvercote, Begbroke and Yarnton with a consequent loss of identity for all these communities. The walks and physical and mental health benefits of the Green Belt's open countryside would be lost for good and important natural habitats and wildlife would be destroyed. Sites rejected at this stage by Cherwell DC are still vulnerable and I strongly support the decision of Cherwell DC not to include Options sites PR14 and PR27 (Land behind the Moors) for development. This would entail the loss of a rich habitat for many rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks as well as a valuable amenity for village residents and visitors providing walks and historic views of the village toward St. Mary's Church. The land should be treated as a permanent green space. Any development would also exacerbate the flood risk to housing and adjoining land/conservation area. There is inadequate local infrastructure to support such development and it would have a detrimental impact on existing roads and services especially surface and foul drainage. Development would generate a lot of extra traffic near a school and nursery on a road already subject to traffic calming. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1319 | 10/10/2017 | Paul | Truby | | | | | |
| 4318 | Comments | | | | | | | |
| Support decision to exclude this area from development. Any development of fields to the north of the Moors would undoubtedly cause unacceptable flooding to the rear gardens of the properties. The water table in this area is quite high and there have been many instances of lots of surface water laying in the gardens for some time following rain. Should Bloomfield make direct representation to the Planning Inspector, the Council should make a very strong argument against any such proposal. (Photos supplied as part of representation). | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-1320 | 10/10/2017 | Colin | Bairstow | | | | | |
| 4333 | Comments | | | | | | | |
| I fully support your decision to exclude the land behind The Moors, Kidlington. The enclosed copies of photographs of my rear garden following rainfall shows that the water table in Kidlington is high. Any development North of The Moors would undoubtedly result in severe flooding in that area. The Council should make a strong argument against the | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-1357 | 09/10/2017 | Mrs Barbara | Brown | | | | | | |
| 4427 | Comments | | | | | | | | |
| Objects to land behind 'The Moors' being at development risk by Bloombridge. The GB & is needed for health & recreation of locals. St Mary's Church is a grade 1 listed building, it would be wrong to destroy this area. Everyone knows & has experienced this flood area. It will not be possible to control it. The access opposite Benmead Rd will generate a lot of traffic near a school & nursery. The land is a rich habitat for many rare wildlife species. CDC is right to exclude this site. They must stand up strongly against the risk of development by Bloombridge. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| PR-C-1385 | 10/10/2017 | Ian | Middleton | The North Oxfordshire Green Party | N | N | N | Y | |
| 5319 | Comments | | | | | | | | |
| There are other sites that could be considered such as north of the Peartree interchange, although these may still encroach on Green belt and wouldn't solve the transport problems with roads such as the A34. Other suggested locations are nearer to Langford Lane. Both sites are closer to existing infrastructure and public transport (with Peartree being adjacent to the Northern Gateway development. Neither of these locations would be within a strategic space, such as the 'Kidlington gap'. " | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| | | | | To have an opportunity to make a personal representation at the appropriate time and when further information is available about the scale of response to these plans. There will likely be many changes in circumstances between the submission of representations and the consideration of the outcome. I would like to be able to add additional relevant information at that time if appropriate. Also as Green Party Parliamentary candidate for many parts of the area under consideration I feel I should be able to give voice to the views of the Green Party supporters and voters when the time comes | | | | | |
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | N | N | Y | |
| 5373 | Comments | | | | | | | | |
| Site PR41 occupies the land the other side of Loop Farm, and shares the same advantages as the Frieze Farm site being close to the Peartree Park & Ride, within easy walking or cycling distance from the Northern Gateway site, and not close to a rail station that would jeopardise the ability to deliver genuinely affordable housing. There is a high quality bus service to the area, and to and from the nearby Peartree Park & Ride. This site operating in tandem with the Frieze farm site would require the need for the primary school I have proposed for the Frieze Farm site. The Green Belt Study (PR40) assesses this site as having high harm, and separates it into two parcels, and a total of 37.71 hectares. Most of the harm cited relates to the issue of integration with an existing settlement, the problem with the A34, and the harm to the canal side walk on the western boundaries. This site is highly likely to have a link road from the A40 to Loop Farm roundabout running right through the middle of it, which already introduces an urbanising feature, so it is, in my view easy to overstate the countryside location of this site, part of which also lies under the protective lee of the A34 flyover. My proposed us would be to use the link road as a spine road connecting to Loop farm, with development located primarily to the north and away from the canal side and screened from the noise of the A34. Not all of this site would need to be used. An allocation of 575 at 35dph would result in a land use of 16.42 hectares, and at 45dph the developed portion of land would be 12.78 ha. Either of these would allow for the creation of a generous buffer zone. A direct subway link could provide ready access to the Northern Gateway employment area, and this could form part of a green walkway. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| To develop 12.78 ha for 575 houses, to include access and Green walkway through to Northern Gateway, layout to link with proposed link road, extensive protection of canal side. | | | | Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented. | | | | | |
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y | |
| 5347 | Comments | | | | | | | | |
| Object to PR9, where exceptional circumstances have not been demonstrated. This is a particularly poor site, the wrong side of the A44, with an impact on the Green Belt recorded by LUC as high. It is unsound and should be deleted from the draft Plan. The principles proposed are similar to The Moors, but our site offers better accessibility, a proper relationship with Kidlington (and its regeneration), and a low to moderate impact on the Green Belt (according to LUC). The proposed density of PR8 at 35 dph is too high. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| Development west of the A44 (PR9) is acknowledged by LUC as having a high impact on the Green Belt, it has no defensible boundary, and it is remote from Kidlington and offers this village no regeneration benefits. This allocation should be deleted. | | | | We confirm that we wish to attend the examination in public. | | | | | |
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y | |
| 5349 | Comments | | | | | | | | |
| Proposes the inclusion of 300 houses on 21 hectares at The Moors (PR14) as a sustainable development option that offers the draft Plan flexibility and early delivery in meeting Oxford's unmet housing needs. Refers to the LUC Green Belt Study (April 2017) and the Statement of Consultation (April 2017) in relation to this site. | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| On the assumption that the draft Plan would otherwise be held to be unsound, The Moors (PR14) should be included as an omission site for c300 houses, linked to a regeneration package for the village centre & a new 10 hectare 'country park'. In the alternative, it could be specifically listed as a 'safeguarded site' in Policy PR12b, or this policy could be amended to provide for localized Green Belt reviews for housing where planned for sites are not being delivered by 2021. Proposes the inclusion of 300 houses on 21 hectares at The Moors (PR14) as a sustainable development option that offers the draft Plan flexibility and early delivery in meeting Oxford's unmet housing needs. | | | | We confirm that we wish to attend the examination in public. | | | | | |

Proposed Submission Plan - Omission/Alternative Sites

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
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| PR-C-1409 5604 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
| <p>Comments</p> <p>In terms of defensible Green Belt boundaries, we OBJECT to Policy PR5 on green infrastructure because it defers (at Point 7) the consideration of the permanence of the Green Belt. This is an important part of the 'exceptional circumstances' test and needs to be applied at the point of site selection. The draft Plan is therefore unsound because the proposed allocations have not clearly demonstrated how the permanence and integrity of the Green Belt can be maintained into the future. In contrast, the defensible boundary for The Moors is readily apparent and not pending or in dispute (see the Thematic Maps at Appendix 6 of the draft Plan)</p> | | | | | | | | |
| <p>Changes Sought</p> <p>Following the precautionary principle, the Plan should start from the assumption that key strategic components of the Green Belt are considered sacrosanct. These components are identified by LUC (i.e. high impact) and include the Kidlington Gap and Begbroke Gap; acknowledging that some development may be acceptable where there are special locational advantages that only the Gaps offer (e.g. for the University or inward investment), or where the resultant development does not significantly impact on the integrity of the Gaps or their permanence.</p> <p>We note that paragraph 1.19 of the draft Plan records the LPP1 Inspector's advice that Oxford's unmet need must be considered within the context of a "countywide housing market area". It is difficult to see the case for the loss of strategically important Green Belt given this context. Cherwell need to repackage and represent the need for a strategic review of the Green Belt and also take a comprehensive approach to include University and inward investor needs given that the prospect of a further Green Belt review is unlikely for a generation.</p> | | | | <p>Reasons for Participation</p> <p>We confirm that we wish to attend the examination in public.</p> | | | | |
| PR-C-1409 5608 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
| <p>Comments</p> <p>OBJECT to Policy PR11 as there is no certainty here that the proposed housing allocations are able to support the massive infrastructure requirements associated with development along the A44 and in close proximity to the A34 and A40, comprising some of the most congested roads in the country. The draft Plan does not identify any reserved funding. Infrastructure problems have been holding back the Northern Gateway for years. A rapid solution to support the scale of housing proposed is not available to start delivering housing in 2021. In contrast, The Moors can be delivered free of any linkage to major infrastructure pre-requisites. This goes to the heart of the soundness of the draft Plan, requiring omission sites to be considered.</p> | | | | | | | | |
| <p>Changes Sought</p> <p>On the assumption that the draft Plan would otherwise be held to be unsound, The Moors (PR14) should be included as an omission site for c300 houses, linked to a regeneration package for the village centre and a new 10 hectare 'country park'. In the alternative, it could be specifically listed as a 'safeguarded site' in Policy PR12b, or this policy could be amended to provide for localized Green Belt reviews for housing where planned for sites are not being delivered by 2021.</p> | | | | <p>Reasons for Participation</p> <p>We confirm that we wish to attend the examination in public.</p> | | | | |
| PR-C-1409 5348 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
| <p>Comments</p> <p>OBJECT to Policy PR12b as it should be more specific about safeguarded sites (which could list The Moors, if it is not allocated directly as an omission) as this modification will aid certainty and deliverability in the context of maintaining a five year housing land supply. In a similar vein, this same policy could provide for further housing sites based on localized Green Belt reviews, akin to the approach taken for Oxford Technology Park in LPP1.</p> | | | | | | | | |
| <p>Changes Sought</p> <p>On the assumption that the draft Plan would otherwise be held to be unsound, The Moors (PR14) should be included as an omission site for c300 houses, linked to a regeneration package for the village centre & a new 10 hectare 'country park'. In the alternative, it could be specifically listed as a 'safeguarded site' in Policy PR12b, or this policy could be amended to provide for localized Green Belt reviews for housing where planned for sites are not being delivered by 2021.</p> | | | | <p>Reasons for Participation</p> <p>We confirm that we wish to attend the examination in public.</p> | | | | |
| PR-C-1409 5609 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
| <p>Comments</p> <p>SUPPORT the proposal in Policy PR12a to deliver 1700 houses in the period 2021 to 2026, but there is no chance that PR6, PR8 and PR9 will deliver in this timeframe. In contrast, The Moors, which is less complicated and of a smaller scale, could assist – and our recent community-led project at Swinderby (Lincolnshire) demonstrates our place-making capabilities.</p> | | | | | | | | |
| <p>Changes Sought</p> <p>On the assumption that the draft Plan would otherwise be held to be unsound, The Moors (PR14) should be included as an omission site for c300 houses, linked to a regeneration package for the village centre and a new 10 hectare 'country park'. In the alternative, it could be specifically listed as a 'safeguarded site' in Policy PR12b, or this policy could be amended to provide for localized Green Belt reviews for housing where planned for sites are not being delivered by 2021.</p> | | | | <p>Reasons for Participation</p> <p>We confirm that we wish to attend the examination in public.</p> | | | | |

Proposed Submission Plan - Omission/Alternative Sites

PR-C-1409 10/10/2017 Richard Cutler Bloombridge Development Partners N Y

5601

Comments

Explains that in terms of the exceptional circumstances listed at paragraph 5.17 of the draft Plan, there is nothing here that would not also justify The Moors (PR14). Contest the following exceptional circumstances listed at paragraph 5.17:

- Circumstances 1 & 2 – These are not exceptional circumstances in the context of the proven alternative case for development that is University-related or by a major inward investor. 4,400 houses (in the context of the Oxford housing stock) is not of a scale that will assist affordability (i.e. create a substantial supply-side price shift). It is also highly unlikely that the people most in need of new housing will be able to afford to live in these new houses.
- Circumstances 3 to 6. These are not exceptional circumstances. They could equally be applied to justify the continuing existence for the Green Belt and its strategic importance between the built up area of Oxford and South East Kidlington (see the first three points at paragraph 5.32 of the draft Plan).
- Circumstance 7. Begbroke does not have any more exceptional place shaping potential than The Moors, but its scale (at 1,950 houses) is totally out of proportion to the environmental sensitivities and landscape and village character in this area, including the strategic need to protect the Begbroke Gap.
- Circumstances 8 & 9. These are just general statements, not part of the exceptional circumstances test, noting the acknowledged importance in Green Belt terms of the ‘rural setting’ along the A44 between Woodstock and Peartree.
- Circumstances 10 & 11. These are relevant, but none of the proposed sites acts to strengthen Kidlington village centre or provide additional facilities that will benefit Kidlington/Gosford, Begbroke and Yarnton.
- Circumstance 12. A joined up Vision is an output from an assessment process (i.e. requirement if the test is passed) not an input or a reason to justify the loss of Green Belt land in itself.

They are based on the false premise that housing need is a compelling exceptional circumstance. It is not, given some of the 4,400 housing units could be sited in Cherwell outside of the Green Belt, as illustrated by West Oxfordshire’s proposals at Eynsham. There is also the need to safeguard land close to Oxford for the University and major inward investors, thus competing away the capacity of PR6 and PR8. Moreover, it is normal for the exceptional circumstances test to address the reasons for allocating land as GB (i.e. paragraph 5.32 of the draft Plan) as well as how the development proposals would ensure a long-term defensible GB boundary, thereby grounding the case for a GB release in the special characteristics and value of the particular part of the GB. This seems to have been omitted, noting that it is particularly tough for development to be supported in strategic gaps given the first three points listed at paragraph 5.32. The whole of the draft Plan fails on this point (and also because of the false premise) and is therefore unsound. There is a need for an alternative strategy (and thereby omission sites).

Changes Sought

Following the precautionary principle, the Plan should start from the assumption that key strategic components of the Green Belt are considered sacrosanct. These components are identified by LUC (i.e. high impact) and include the Kidlington Gap and Begbroke Gap; acknowledging that some development may be acceptable where there are special locational advantages that only the Gaps offer (e.g. for the University or inward investment), or where the resultant development does not significantly impact on the integrity of the Gaps or their permanence.

We note that paragraph 1.19 of the draft Plan records the LPP1 Inspector’s advice that Oxford’s unmet need must be considered within the context of a “countywide housing market area”. It is difficult to see the case for the loss of strategically important Green Belt given this context. Cherwell need to repackage and represent the need for a strategic review of the Green Belt and also take a comprehensive approach to include University and inward investor needs given that the prospect of a further Green Belt review is unlikely for a generation.

Reasons for Participation

We confirm that we wish to attend the examination in public.

PR-C-1409 10/10/2017 Richard Cutler Bloombridge Development Partners N Y

5606

Comments

Object to PR7a, where exceptional circumstances have not been demonstrated . The scale of this site is too large, it is separated from Kidlington by the Bicester Road, and it is poorly located in terms of access to the village centre relative to The Moors. Part of the site has a ‘high’ impact on the Green Belt.

Changes Sought

Reasons for Participation

We confirm that we wish to attend the examination in public.

PR-C-1409 10/10/2017 Richard Cutler Bloombridge Development Partners N Y

5602

Comments

OBJECT to the proposals in Policy PR3 in particular. In our opinion, a better outcome would be achieved by reverting to the original Alan Baxter work, with a localized review of the Green Belt for housing, combined with a master plan for the village that funds and delivers regeneration, place-making and other community benefits. Our proposals at The Moors (PR14) are consistent with this, and this would also protect the villages of Yarnton and Begbroke, as well as urban sprawl in the Kidlington Gap.

Changes Sought

Reasons for Participation

Following the precautionary principle, the Plan should start from the assumption that key strategic components of the Green Belt are considered sacrosanct. These components are identified by LUC (i.e. high impact) and include the Kidlington Gap and Begbroke Gap; acknowledging that some development may be acceptable where there are special locational advantages that only the Gaps offer (e.g. for the University or inward investment), or where the resultant development does not significantly impact on the integrity of the Gaps or their permanence.

We note that paragraph 1.19 of the draft Plan records the LPP1 Inspector’s advice that Oxford’s unmet need must be considered within the context of a “countywide housing market area”. It is difficult to see the case for the loss of strategically important Green Belt given this context. Cherwell need to repackage and represent the need for a strategic review of the Green Belt and also take a comprehensive approach to include University and inward investor needs given that the prospect of a further Green Belt review is unlikely for a generation.

We confirm that we wish to attend the examination in public.

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-1412 | 10/10/2017 | David & Adele | Smith | | | | | |
| 4526 | Comments | | | | | | | |
| <p>Strongly support the decision of Cherwell District Council not to include The Moors Land, Kidlington for development. This site is in the Green Belt which must be preserved to prevent urban sprawl. The impact of the proposed development on the Green Belt is not modest as claimed by the developers. Green belt status should be protected and preserved as stated in the Conservative Government's manifesto. Loss of landscape and rural views towards the oldest part of the village. Development (including residential and business units) would affect the setting of St. Mary's Church - Grade 1 listed - and other listed buildings in the Church Street conservation area - a very much treasured part of this village that must be preserved for the enjoyment of future generations. Development will exacerbate the flood risk to all housing and adjoining land/conservation area. The fields behind the Moors and west of the burial ground already flood regularly. Inadequate local infrastructure to support development of this scale will undoubtedly have a detrimental impact on the existing roads and services especially for surface and foul drainage. Access to the proposed Moors development site is at the junction opposite Benmead Road, close to two Kidlington conservation areas. Development will create a great deal of extra traffic near to a school and nursery on a relatively narrow, busy residential road already the subject of traffic calming measures. The Moors is already overloaded with traffic and hold ups with drivers cutting round the village to avoid the severe main Banbury Road traffic tail backs at peak times. Damage to surrounding countryside and loss of the rich habitat for many wild rare wildlife species including Short Eared Owls, Great Crested Newts and Skylarks. The fields are an important and very well used amenity for all village residents and regular visitors providing excellent countryside walks. This land should never be developed and should be treated as Permanent Green space. Thank you for your decision of support to protect this much loved and unique part of our county!</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1413 | 10/10/2017 | Peter | Wilsdon | David Jarvis Associates on behalf of Shipton Ltd | N | Y | N | Y |
| 4527 | Comments | | | | | | | |
| <p>A summary of the most pertinent matters raised in the consultation response is provided below:</p> <ol style="list-style-type: none"> The site was previously considered a major developed site within the Green Belt under Planning Policy Guidance 2, 1995 and therefore should be considered a previously developed site in the Green Belt as described in the National Planning Policy Framework. Shipton Quarry is an active mineral site with permitted after-uses that will result in a large part of the site being redeveloped regardless of the outcome of LP1 PR or GB designation. These uses include a concrete batching plant and asphalt coating plant. It is likely that residents of Shipton-on-Cherwell would prefer housing to such uses. Further detail of the planning history and current status of the site is provided on pages 4 to 6 of the consultation response enclosed. The Planning Authority's evidence base gives significant weight to the ecological value of the quarry without justification. Any ecological value of the site must be considered in context of an active quarry. This is discussed in further detail on pages 18 and 19 of the consultation response enclosed. The site is located on the boundary of the Green Belt and its redevelopment for housing would not impact on openness as demonstrated by the representative viewpoints included at Appendix 4 of the response. As shown on the Illustrative Masterplan at Appendix 2 of the consultation response, an allocation in the LP1 PR would allow for: <ul style="list-style-type: none"> • Up to 1,000 homes within the quarry site; • The creation of over 28 hectares of land to be used for ecological enhancement • With public access and provide for flood alleviation along the River Cherwell; • Employment land; • Highway improvements (which already benefit from planning permission); • Site for park and ride facility; • Site for school should the need be identified (a government-owned property • Company, responsible for buying and developing school sites in England has • Already expressed interest in the site); • Laying fields; • A new rail station (at the location of the already approved railhead); and • Increased access to geological features on the site. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>Requests that CDC reconsider the exclusion of Shipton Quarry from the Local Plan Partial Review. Shipton Quarry offers an opportunity to provide a housing site which meets all the search requirements set out in the consultation phase of the local plan and therefore merits further consideration as an allocation in the Local Plan Partial Review. A number of key considerations have been overlooked or misinterpreted in the Sustainability Appraisal which was relied heavily upon by Cherwell District Council for site selection.</p> | | | | <p>As outlined, a number of inaccuracies relating to the site exist in the evidence base, that need to be addressed. Following a review of the evidence base and the scoring of the sites in the Sustainability Appraisal, it is considered that further assessment work is likely to result in the site receiving a more favourable outcome to the extent that it should be considered a potential strategic development site. Should Cherwell District Council disagree and continue to use the inaccurate evidence base to exclude the site then it considered necessary to participate in the Examination.</p> | | | | |

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| PR-C-1424 | 10/10/2017 | Jon | Waite | RPS Group | N | N | N | Y |
| 5242 | Comments | | | | | | | |
| <p>"It is considered that 'Land at no. 40 and to the rear of 30-40 Woodstock Road East' would make a more suitable allocation, either as a replacement to this allocation or as an allocation in its own right. The site has an area of 4.39 ha, and could accommodate anywhere between 130 dwellings @ 30dph and 220 dwellings @ 50 dph. The site is situated to the north of Begbroke to the east of properties fronting Woodstock Road East. The Village Hall and paying fields are to the south. The Kidlington immigration Centre is to the north east. The site is well contained by trees and hedgerows along the boundaries. The part of the site closest to the Woodstock Road East frontage is classified as brownfield land which has the benefit of an Established Use Certificate granted on 15 May 1990 for the use of the site as a builder's yard. A further part of the site to the east of that subject to the 1990 EUC has a lawful use certificate (CLUED) for the use of land for the storage of builder's materials ancillary to the use of the EUC land as a builder's yard (05/01042/CLUE refers). The site is well located in terms of being able to contribute to Oxford's unmet housing need, and has performed well in the various studies forming the evidence base that has supported the partial review of the Local Plan. The site is located in close proximity to a number of open spaces and public rights of way which may encourage new residents to make use of these facilities as part of the a more physically active and healthier lifestyle. There are a number of amenity greenspaces within 800m of the site, including Begbroke BC, Begbroke Sports Club Play Area and Begbroke Sports Ground. There are two sports facilities nearby including Vida Health and Fitness and Begbroke Sports and Social Club. There is a public footpath approximately 440m to the south west linking Begbroke with Kidlington, and a cycle route approximately 50m to the west along Woodstock Road (part of route 5 the National Cycle Network linking Reading, Oxford and Birmingham). site. There are no listed buildings within or immediately adjacent to the site, or indeed within the area defined by the built up area of Begbroke to the south, the A44 to the west, Langford Lane to the north and the Oxford-Birmingham railway line to the east. The site is not within or adjacent to a conservation area, although the original part of Begbroke to the west of the A44 is designated as such. The site is located on a principal (or 'premium') bus route into Oxford City Centre, with frequent services to Woodstock, Middle Barton, Chipping Norton and Charlbury. The site would also be in close proximity to the proposed northern terminus of Rapid Transit Line 1 which will provide fast and frequent service to the City Centre and other employment centres in the north of the City. As it is only 9km to the centre of Oxford (this is closer than the Land South East of Woodstock allocation, for example), cycling can be considered a reasonable mode of transport for those wishing to access jobs and services in the City Centre. The site is in reasonable cycling and walking distance of the Oxford Airport Science Park to the north, Kidlington Industrial Estate to the east and Begbroke Science park to the south. As a stand-alone site it performs very well in this regard, being in such close proximity to the jobs at Oxford Airport Science Park, Kidlington Industrial Estate and Begbroke Science Park. This accessibility to jobs and facilities provides strong support to the allocation of this site as an extension to Begbroke, rather than as part of a larger allocation. There are two access options for the site. One is to improve the existing access from Woodstock Road East. The other is to provide an access from Begbroke Close, which runs right to the site boundary with no ransom strips. There are no known ecological constraints on the site and it falls within Flood Zone 1 (less than a 0.1 per cent (1 in 1000) chance of flooding occurring each year). Map is provided."RPS would be happy to work with the Council to develop the evidence base specifically in relation to this site should this be helpful.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | <p>The points raised are complex and need to be discussed with the Inspector in a public forum.</p> | | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-1450 5204 | 10/10/2017 | Mark | Rose | Define Planning & Design Ltd on behalf of William Davis Ltd | Y | Y | N | Y |
| <p>Comments</p> <p>Whilst Policy PR1 identifies the scale of Oxford's unmet housing need to be provided for in the District, the Submission Plan does not actually include a policy that clearly sets out the proposed development strategy that will be implemented in order to address that need. The Submission Plan simply jumps to the allocation of specific sites, and consequently there is no clear demonstration that the housing requirement referred to in Policy PR1, which itself should be regarded an absolute minimum, will indeed be met within the plan period. William Davis are firmly of the view that a District wide approach that reflects the development strategy embedded within the extant Part 1 Local Plan is needed to complement the release of sites from the Green Belt close to Oxford and maximise the contribution the District makes to accommodating Oxford's unmet housing needs. Moreover, as part of that strategy, Bloxham could and should accommodate further growth within the plan period, and the land to the east of South Newington Road would be an entirely appropriate site option to deliver the required housing. A detailed Transport Assessment and Flood Risk Assessment have been submitted together with a comprehensive justification for the allocation of this site within the Local Plan. For the reasons set out above, William Davis Ltd, therefore, object to Policy PR1, which is considered unsound on the basis that it:</p> <ul style="list-style-type: none"> - has not been positively prepared and does not ensure that the unmet development requirements arising in Oxford will be met within the plan period; - is not justified in that it is not the most appropriate strategy and has not properly considered reasonable alternative strategies; and - is inconsistent with national policy in that it does not fully reflect the Government's priorities and policies in terms of boosting the supply of housing to meet identified needs. - is not effective in that some allocations sites cannot be delivered in their entirety within the plan period as the Submission Plan currently assumes, and the identified needs will not therefore, be met. <p>Changes Sought</p> <p>Add a new policy that sets out the development strategy and the sites to be allocated to meet the minimum level of Oxford's unmet need identified in Policy PR1 based on a robust housing trajectory. The strategy should provide for the allocation of a portfolio of sites at sustainable settlements, notably the Service Villages. The sites to be allocated for residential development should include: - Land to the East of South Newington Road to the south of Bloxham for the delivery of 150-175 dwellings. Also refer to objection to Policy PR1.</p> <p>Reasons for Participation</p> <p>This matter is critical to and a key element of the development strategy that underpins the Proposed Submission Plan.</p> | | | | | | | | |
| PR-C-1450 4777 | 10/10/2017 | Mark | Rose | Define on behalf of William Davis Ltd | Y | Y | N | N |
| <p>Comments</p> <p>Supporting documents for PR-C-1450 - Transport Scoping Note and Flood Risk Assessment</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | | |
| PR-C-1453 4617 | 10/10/2017 | Chris | Dodds | Planning Prospects | N | N | N | Y |
| <p>Comments</p> <p>Proposes site south of Tadmarton Rd, Bloxham for residential development. Site is 9.67 hectares and approximately 1.5km west of Bloxham. Site location plan attached. Detailed outline of development plan context. Objects to the proposed strategy as its unnecessarily restrictive approach would result in a Plan that is not positively prepared, not effective and ultimately will fail to deliver the housing needed for Oxford or Cherwell. The suggested strategic allocations require significant loss of Green Belt and rely too heavily on large strategic sites, which are often faced with substantial difficulties and delays in delivering the homes required of them. In contrast, development of the site at Tadmarton Road, Bloxham will meet the requirements of sustainable development set out in the NPPF, in respect of the social, economic and environmental aspects of sustainability. It has limited constraints and it is not covered by any restrictive policy designations (including Green Belt). Moreover, and contrary to the Council's reasoning for discounting Options C to I, the allocation of this site will directly assist the Council(s) in their commitment to meet Oxford's full allocation of unmet housing need in a location that is highly accessible and well related to Bloxham and other urban centres, and is readily accessible to Oxford by public transport (including by fast and regular train service), thereby enabling people to affordably live in Bloxham and to work in Oxford. We believe the site at Tadmarton Road, Bloxham should be allocated for residential development within the Partial Review. It represents a logical extension to Bloxham and forms a sustainable development proposal that can contribute towards Cherwell and Oxford's housing needs going forward, and it does not require the loss of Green Belt. Any potential adverse impacts are minor and can be readily mitigated through the development management process.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Planning Prospects represent the landowner in promoting the allocation of land at Tadmarton Road, Bloxham for residential development, and have detailed comments with regard to its suitability and deliverability to meet Oxford's unmet housing needs. We also have detailed comments with regard to the suitability and deliverability of the Partial Review, including those options put forward by Cherwell District Council.</p> | | | | | | | | |
| PR-C-1456 5558 | 10/10/2017 | Nicky | Brock | Carter Jonas on behalf of Mr M Smith | Y | N | N | Y |
| <p>Comments</p> <p>Act of behalf of Mr M Smith, the owner of land east of Water Eaton Park & Ride, Oxford Road, who is promoting the site as an additional housing allocation. The subject site has previously been promoted through the Cherwell Local Plan Part 1 Partial Review. The subject site adjoins the proposed allocation at land east of Oxford Road (draft Policy PR6a), the red line of PR6a adjoins the subject site in the north east corner (Map attached). The site is currently not allocated for any other use and Mr Smith would like the site to be considered for residential development in the form of a logical extension to the allocated site at Policy PR6a. If the site is not seen as a suitable housing site then other uses compatible with its location adjacent to a transport hub such as a commercial use in the form of a hotel should be considered. In any event the site should be removed from the green belt to enable the site to be developed in the future for any one of the uses referred to above.</p> <p>Changes Sought</p> <p>Amend the boundary of Land East of Oxford Road Neighbourhood Centre (Policy PR6a) so as to include the land east of the Water Eaton Park and Ride in the allocated site for residential development or a mix of residential and other uses. Remove the land east of the Water Eaton Park and Ride from the Oxford Green Belt. (Map attached)</p> <p>Reasons for Participation</p> <p>As drafted, and in so far as it relates to land East of Oxford Road the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination.</p> | | | | | | | | |

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-1456 | 10/10/2017 | Nicky | Brock | Carter Jonas on behalf of Mr M Smith | Y | N | N | Y |
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4620

Comments

Act of behalf of Mr M Smith, the owner of land east of Water Eaton Park & Ride, Oxford Road, who is promoting the site as an additional housing allocation. The subject site has previously been promoted through the Cherwell Local Plan Part 1 Partial Review. The subject site adjoins the proposed allocation at land east of Oxford Road (draft Policy PR6a), the red line of PR6a adjoins the subject site in the north east corner (Map attached).

The site is currently not allocated for any other use and Mr Smith would like the site to be considered for residential development in the form of a logical extension to the allocated site at Policy PR6a. If the site is not seen as a suitable housing site then other uses compatible with its location adjacent to a transport hub such as a commercial use in the form of a hotel should be considered. In any event the site should be removed from the green belt to enable the site to be developed in the future for any one of the uses referred to above.

Refers to Paragraph 8.60 of the LP1 PR noting this paragraph suggests that it would be more sustainable to deliver new homes within the villages than other parts of the District, or even the County as a whole. Given that the need arises in Oxford, and is a city with a wide range of services and facilities, it is considered that the areas has the capacity to deliver more new homes than currently proposed within the Partial Review Local Plan.

Development on land east of Water Eaton P&R and the Oxford Parkway Station would further help meet Oxford's unmet housing need due to the site's close proximity and accessibility to the City.

In summary, we are concerned that the Council has not undertaken a robust assessment of the options for accommodating Oxford City's unmet housing need within North Oxford area. It is not considered that the draft Local Plan Partial Review is justified as the Council has failed to fully consider all reasonable alternatives/ additional options as land south of Sandy Lane is clearly a sustainable location given its relationship with land proposed to be allocated for development at Begbroke (PR8).

Changes Sought

Amend the boundary of Land East of Oxford Road Neighbourhood Centre (Policy PR6a) so as to include the land east of the Water Eaton Park and Ride in the allocated site for residential development or a mix of residential and other uses. Remove the land east of the Water Eaton Park and Ride from the Oxford Green Belt. (Map attached)

Reasons for Participation

As drafted, and in so far as it relates to land East of Oxford Road the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination.

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| PR-C-1459 | 10/10/2017 | Adrian | Gray | | | | | N |
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5197

Comments

Particularly concerned by the possibility of development of land behind The Moors, Kidlington (PR14 & PR27) – this is a valuable open space much used by local people, and acts as a vital habitat reservoir for wildlife. It is particularly appreciated by the local deer herd and smaller wildlife also depends on this land. Strongly in support of the council's continuing stance on not allowing development of this land.

Changes Sought

Reasons for Participation

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| PR-C-1459 | 10/10/2017 | Adrian | Gray | | | | | N |
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4623

Comments

Particularly concerned by the possibility of development of land behind The Moors, Kidlington (PR14 & PR27) – this is a valuable open space much used by local people, and acts as a vital habitat reservoir for wildlife. It is particularly appreciated by the local deer herd and smaller wildlife also depends on this land. Strongly in support of the council's continuing stance on not allowing development of this land.

Changes Sought

Reasons for Participation

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| PR-C-1462 | 10/10/2017 | Elizabeth | Holdak | | | | | |
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5127

Comments

Writing in support of the Cherwell District Councils decision not to develop the land behind The Moore, Kidlington (site PR14 and PR27) which is at risk of development by Bloombridge. My concerns include increased congestion due to the Moors currently being the only road to access this area, increased risk of flooding and lack of amenities in an already over populated area. Includes a copy of a letter from my elderly neighbour who does not have access to the internet.

Changes Sought

Reasons for Participation

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| PR-C-1462 | 10/10/2017 | Elizabeth | Holdak | | | | | |
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4626

Comments

Writing in support of the Cherwell District Councils decision not to develop the land behind The Moore, Kidlington (site PR14 and PR27) which is at risk of development by Bloombridge. My concerns include increased congestion due to the Moors currently being the only road to access this area, increased risk of flooding and lack of amenities in an already over populated area. Includes a copy of a letter from my elderly neighbour who does not have access to the internet.

Changes Sought

Reasons for Participation

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| PR-C-1464 | 10/10/2017 | E J | Williamson | | | | | |
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4628

Comments

It seems that most of the 4,400 homes that CDC has been asked to provide are proposed to be built on the Green Belt (GB) between Oxford & Kidlington. The GB was set up to prevent the urban sprawl of Oxford City & protect the smaller out-lying communities from being absorbed into the city as had already happened with Cutteslowe, Headington Marston, Cowley, Islip, Wolvercote, etc. The GB has been faithfully preserved & together with it areas of natural beauty which can be enjoyed by all. It is protected by law & can only be released in 'exceptional circumstances'. Does not regard this as an exceptional circumstance. Kidlington has been chosen as being near to Oxford. However, since the new Oxford Parkway station opened the prices of houses in North Oxford & Kidlington have soared. Oxford wants 'affordable housing'. This is not likely to happen. With easy access to London now, new houses will be sought after by London commuters as well as people who work in Oxford. 4,400 new homes would nearly double the size of Kidlington. This would put an enormous strain on schools, health services, & transport. People working in Oxford would all have to travel south, increasing the already serious traffic congestion in the Banbury Road. The new Cutteslowe roundabout designed to improve the situation would once again be swamped. Some of the sites proposed are particularly unsuitable. Those in the northern part of Kidlington, particularly 27 & 14, which are near the river, & liable to flooding. This would mean people having to travel through the village in order to get to Oxford, & is totally unacceptable. The Banbury Rd through Kidlington is already a nightmare during the rush hour. Kidlington is a large village but is blessed with the GB, providing pleasant countryside, nature reserves, footpaths & walks. To destroy this would remove these benefits of village life for ever. Oxford has agreed to provide only 500 new homes compared with Kidlington's 4,400 & the other District Councils' allocations. Yet the Northern Gateway area, in Oxford's domain, is scheduled for industrial development, not houses. This will surely aggravate the housing situation rather than help it. The North Oxford Golf Course is a proposed building site (38 and 50) but why not the Southfield Golf Course in Oxford. Objects strongly to the proposals as they stand, & urge the CDC to reconsider its position.

Changes Sought

Reasons for Participation

Proposed Submission Plan - Omission/Alternative Sites

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|------------------|------------|-------|----------|-----------------------------------|---|---|---|---|
| PR-C-1476 | 10/10/2017 | Peter | Frampton | Framptons on behalf of E P Barrus | Y | Y | N | Y |
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5231

Comments

Refers to Policy Villages 5 and submits that this landholding displays similar physical and environmental characteristics to the adjoining site, which has a resolution to grant planning permission (albeit acknowledged that the site does not lie within the potential development area as shown on the Proposals Map).

Refers to The Upper Heyford LSCA assessments of the land holding of Lone Star and EP Barrus to support their submission. The EP Barrus land is considered to have a capacity of some 127 dwellings applying the same place making principles to the scheme approved under planning application 15/01357/F. The EP Barrus and Lone Star land holdings could suitably accommodate 245 new homes. The EP Barrus land is considered a sustainable location for housing which would be consistent with the development principles for RAF Upper Heyford.

A separate submission has been made on behalf of Lone Star, which controls the land hatched blue on the plan.

The two landowners are in discussions for a planned release of the two landholdings. The land held by EP Barrus extends to some 6.1 hectares. The land identified (red and blue) has a gross site area of some 11.7 hectares. Assuming a 70% gross to net development area to allow for green infrastructure, the dwelling capacity would be 245 new homes (density 30 dph). Developer interest in the land exists. There are no known physical constraints to development. This submission propounds that the allocation of the land edged red on the accompanying plan – as a parcel of land, or in conjunction with the land edge blue at Upper Heyford for housing development would:

- Promote a sustainable pattern of development consistent with ‘the most sustainable strategy for the District (IR 212) including new homes at RAF Upper Heyford’ to meet some of the displaced housing need from Oxford.
- Reduce the extent to which Green Belt land may be required for housing to meet displaced housing need from Oxford, and hence - Comprises a reasonable alternative to the loss of Green Belt. (See attached the representation site plan)

Changes Sought

Reasons for Participation

To participate in the Examination as to whether the Council has properly applied Green Belt Policy.

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| PR-C-1480 | 09/10/2017 | Justin | Scroggie | | | | | |
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4644

Comments

Support in the strongest terms your decision not to include The Moors land for development by Bloombridge LLP. The site lies in within the Green Belt. This must be preserved to prevent urban sprawl. The developers claim that the impact of their proposed development is modest, but this is not true. 1. There will be an unavoidable increase in air pollution, driven by extra local traffic which is already slow and dangerous, which will affect local health, including that of our children. There is a direct correlation between the health and well-being of Kidlington residents of all ages, present and future, and the green spaces to which they have daily and easy access by foot. Fresh air, regular walks, keeping healthy and happy pets, understanding how the land provides food to our supermarkets, an appreciation of nature - all of these are under threat by the Bloombridge plans. 2. Education and health services will put under even more strain, meaning larger classes, less teacher attention, longer waiting times for doctors and dentists, and therefore poorer health and education for Kidlington residents, at the expense of Oxford residents. 3. Kidlington will cease to be a village, or any kind of rural environment, as countryside is lost, green belt built over etc. This is a loss that cannot be recovered, and again, the material effect on our children is to create an increasingly urban-only generation with no direct knowledge or experience of the country. 4. Since we have lived in Kidlington, it is clear from personal experience that these sites are prone to severe flooding, and that the drainage they afford existing housing along the Moors and Mill Street would be severely compromised. There are old streams and aquifers beneath this land, which would also adversely affect any new homes built upon them. 5. Finally, the historic church of St. Mary's, which stands at the bottom of Church Street is a Grade 1 listed building dating back to 1220. In 3 years it will celebrating its 800th anniversary, with national press coverage, and royal visits. It is unconscionable that the such a building, and the local community it serves, should by this time be engulfed by new buildings that destroy the surrounding habitat, nature, peace and quiet which has there for eight centuries. You have decided rightly that this land (sites PR14 and PR27) is unsuitable for development. Please do not allow these developers to persuade the Planning Inspector otherwise.

Changes Sought

Reasons for Participation

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
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5415

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not “justified” or “consistent with national policy”. This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that “under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan”. The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored “all other reasonable options” &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the “exceptional circumstances” required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC’s approach is predicated on an assumption that “Oxford’s Housing Needs” form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that “the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the ‘best fit’ of local authority boundaries to a functional housing market area.” More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) “it is not the role of, or possible for, the plan to prescribe where people live and work;” and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a “separate five year housing land supply . . . For meeting Oxford’s needs.” This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF’s presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW’s concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a “reasonable option” for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW’s concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish “exceptional circumstances” for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW’s comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

Reasons for Participation

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. The provisions of PR12b states that residential development proposals, across the District, where they are not allocated in the Partial Review, will not be supported except where a number of criteria are met. These include :

- CDC “has taken a formal decision that additional land... is required to ensure the requisite housing supply.” This requires a decision by CDC – it is not the same as failing to demonstrate a 5 year land supply;
- The proposed development accords with Policy PR1 – which in turn requires it to “accord with the Vision, Objectives and Policies of this Partial Review.” This serves to limit development to the geographical area proposed by the Submission Plan following a strategy which we have highlighted is not supported by the evidence base10;
- Identified in the HELAA as a potentially developable site – with no provisions for locations where part of a comprehensive site has been allocated and / or there is scope subsequently for a wider development bringing appropriate benefits;
- Requiring prior consultation with the Local Community & having the “demonstrable support of the local community” an approach which has no basis in planning policy & would be extremely difficult to achieve; &
- Requiring a series of reports – the requirement for which is unclear at this stage – & which is more appropriately addressed through the development management process.

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
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5263

Comments

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Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed “reasonable alternatives” & therefore cannot be considered to have demonstrated “exceptional circumstances” for the release of all of these sites from the GB. * Combined with the inadequacy of the evidence base, these concerns are amplified by the fact that the Submission Plan appears to prejudge the proposed development strategy irrespective of the evidence base. This is reflected in the fact that the (Executive Summary para xiv) states that the Plan “focusses development on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor” & earlier iterations of the evidence base acknowledged that only sites within two of the nine areas of search have been assessed, * Conversely TW have established that the TW site at Bloxham does form a “reasonable alternative” for development within a sustainable location which is capable of meeting housing need. This is consistent with CDC’s analysis within the HELAA (albeit that TW’s technical analysis is that the site is capable of accommodating a higher level of residential development). * Accordingly the TW site should be allocated for residential development (under this or an additional policy) prior to CDC moving on to consider the need for any Green Belt release. * Without the amendments sought above our clients do not consider that the Submission Plan can be considered “sound”, particularly with regards to being “positively prepared” or “justified.”

Reasons for Participation

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
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5264

Comments

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Reasons for Participation

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Proposed Submission Plan - Omission/Alternative Sites

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|-----------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
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5262

Comments

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Reasons for Participation

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|-----------|------------|-------|--------------|-----------------------------------------------------|---|---|---|--|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | |
|-----------|------------|-------|--------------|-----------------------------------------------------|---|---|---|--|

5261

Comments

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Reasons for Participation

Proposed Submission Plan - Omission/Alternative Sites

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|

5260

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not “justified” or “consistent with national policy”. This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that “under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan”. The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored “all other reasonable options” &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the “exceptional circumstances” required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC’s approach is predicated on an assumption that “Oxford’s Housing Needs” form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that “the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the ‘best fit’ of local authority boundaries to a functional housing market area.” More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) “it is not the role of, or possible for, the plan to prescribe where people live and work;” and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a “separate five year housing land supply . . . For meeting Oxford’s needs.” This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF’s presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW’s concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a “reasonable option” for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW’s concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish “exceptional circumstances” for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW’s comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed “reasonable alternatives” & therefore cannot be considered to have demonstrated “exceptional circumstances” for the release of all of these sites from the GB. * Combined with the inadequacy of the evidence base, these concerns are amplified by the fact that the Submission Plan appears to prejudge the proposed development strategy irrespective of the evidence base. This is reflected in the fact that the (Executive Summary para xiv) states that the Plan “focusses development on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor” & earlier iterations of the evidence base acknowledged that only sites within two of the nine areas of search have been assessed, * Conversely TW have established that the TW site at Bloxham does form a “reasonable alternative” for development within a sustainable location which is capable of meeting housing need. This is consistent with CDC’s analysis within the HELAA (albeit that TW’s technical analysis is that the site is capable of accommodating a higher level of residential development). * Accordingly the TW site should be allocated for residential development (under this or an additional policy) prior to CDC moving on to consider the need for any Green Belt release. * Without the amendments sought above our clients do not consider that the Submission Plan can be considered “sound”, particularly with regards to being “positively prepared” or “justified.”

Reasons for Participation

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
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5259

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not “justified” or “consistent with national policy”. This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that “under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan”. The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored “all other reasonable options” &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the “exceptional circumstances” required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC’s approach is predicated on an assumption that “Oxford’s Housing Needs” form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that “the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the ‘best fit’ of local authority boundaries to a functional housing market area.” More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) “it is not the role of, or possible for, the plan to prescribe where people live and work;” and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a “separate five year housing land supply . . . For meeting Oxford’s needs.” This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF’s presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW’s concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a “reasonable option” for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW’s concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish “exceptional circumstances” for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW’s comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed “reasonable alternatives” & therefore cannot be considered to have demonstrated “exceptional circumstances” for the release of all of these sites from the GB. Taylor Wimpey are concerned that this draft policy is too prescriptive and fails to allow sufficient flexibility for specific circumstances that may apply. They consider that additional text should be added at the end of the first paragraph stating “except where such provision is not feasible or viable.”

Reasons for Participation

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

Proposed Submission Plan - Omission/Alternative Sites

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
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5266

Comments

Taylor Wimpey (TW) considers the Submission Plan is not sound as it is not “justified” or “consistent with national policy”. This is because : 1. CDC acknowledge (Submission Plan Executive Summary para XV) that “under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan”. The Submission Plan (para 5.17) sets out why CDC consider that exceptional circumstances exist for the release of these sites from the Green Belt & their allocation for residential development. TW contend that CDC have not thoroughly explored “all other reasonable options” &, where they have sought to do so, there are flaws in their evidence base (regarding their assessments of sustainability, transportation & alternative development locations). They have not demonstrated the “exceptional circumstances” required for the proposed release of the sites identified in Table 1 from the Green Belt; 2. CDC’s approach is predicated on an assumption that “Oxford’s Housing Needs” form a bespoke & identifiable source of housing need. This conflicts with the recognition in the Oxfordshire SHMA (2014) (para 9.2) that “the SHMA identifies an Oxford-focused Housing Market Area which extends across much of the County, reflecting the economic influence of the City. The county still remains the most appropriate geography for analysis of housing markets in terms of the ‘best fit’ of local authority boundaries to a functional housing market area.” More recently the Inspectors Report into the Vale of White Horse Local Plan emphasised that (para 45) “it is not the role of, or possible for, the plan to prescribe where people live and work;” and; 3. CDC compound this assumption (Policy 12a) by seeking to pursue a “separate five year housing land supply . . . For meeting Oxford’s needs.” This, in conjunction with proposals not to support Sites Not Allocated in the Partial Review (policy PR12b) are not consistent with the NPPF’s presumption in favour of sustainable development & risk substantially harming housing delivery in the District in the coming years. Scope of response (See Detailed 4 Section Report). This response amplifies TW’s concerns regarding the soundness of the Submission Plan, & their view that their site at Bloxham (Site PR35) forms a “reasonable option” for residential development prior to the release of the proposed allocations from the Green Belt. Specifically • Section 2: Summarises the appropriateness of residential development on the TW site; (Section 2 encloses * Sustainability Analysis by Calibro, * Residential Potential of Site, * Assessment of site against constraints, * SHLAA Analysis) • Section 3: Summarises TW’s concerns regarding the inadequacy of the evidence base, whilst emphasising their support for the level of residential development proposed. This underpins their contention that the Submission Plan does not establish “exceptional circumstances” for the proposed release of these sites from the Green Belt; • Section 4. Sets out TW’s comments on emerging policies and the changes that they consider are necessary to make the plan sound.

Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. Their fundamental concern with this draft policy is not appropriate when, as established above, the housing need originating in Cherwell and the unmet housing originating in Oxford CC cannot, in reality, be differentiated. Indeed the Foreword to the Submission Plan notes. "there are many interdependencies between Cherwell and Oxford". The Submission Plan suggests that the objective of maintaining a separate five year land supply of housing sites to specifically meet Oxford's unmet need within Cherwell is to 'ensure that the necessary housing supply will be maintained' (Executive Summary para xxi). TW consider that the opposite outcome will be achieved as any shortfall in supply originating within either area of demand will not engage the provisions of the NPPF (para 49) across Cherwell. In fact, in a situation where District wide housing supply is providing a five year land supply but the unmet housing need housing supply is not it is entirely unclear how the latter under supply would be remedied – beyond the provisions for a Partial Review of the Local Plan (Policy PR12b) – with which TW also have substantial concerns (see below). It is important that the Submission Plan does not constrain the “safety valve” such that under supply is capable of being accommodated through the provisions of the NPPF (paras 14 and 49). This is not reflected in the current policy approach and does not therefore reflect national planning policy.

Reasons for Participation

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

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|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|
| PR-C-1535 | 10/10/2017 | Layla | Vidal-Martin | Lichfields on behalf of Taylor Wimpey (Oxfordshire) | Y | Y | N | Y |
|------------------|------------|-------|--------------|-----------------------------------------------------|---|---|---|---|

4820

Comments

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Changes Sought

The Plan proposes that around 55 % of the housing proposed should be targeted within the Green Belt (GB). Para 3.26 “approximately 14 % of Cherwell lies within the Oxford GB”. Thus CDC need to demonstrate “exceptional circumstances” as to why this housing cannot be located within non GB locations comprising 86 % of the District. We do not consider that CDC have appropriately addressed “reasonable alternatives” & therefore cannot be considered to have demonstrated “exceptional circumstances” for the release of all of these sites from the GB. * Whilst, as noted above, TW consider that it is appropriate to continue to plan to provide 4,400 homes to help meet Oxfords unmet housing needs by 2031 they consider that the references to the “vision,” “objectives” and “policies” within the Submission Plan inappropriate and unsound. * Specifically the vision focusses on connectivity to Oxford instead of seeking sustainable locations for development. TW consider that this approach is based on the erroneous view that Oxfords unmet housing needs form a distinct and identifiable housing need. Conversely the evidence is that the County forms a single HMA and the resident population displays more fluid habits than assumed within the vision.

Reasons for Participation

We consider it necessary to participate at the part of the Examination to amplify the concerns and points raised within the representations.

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| PR-C-1546 | 10/10/2017 | Richard | Aistrop | | | | | |
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4853

Comments

Thank you for putting together a comprehensive local plan. It is not currently in the plan however we would object to any direct or back-door attempt by any developer to develop the land behind The Moors. This land is unsuitable as the access is terrible for a large development and this would cause traffic issues with a vast amount of traffic leaving through the rush hour. I hope this would remain out of the local plan. The build site area is adjacent to areas of high flooding risk and as such will increase the risk of flooding to existing properties in the area and potentially cause flooding in those not currently subjected to it. The village is already short on green space and loss of further amenity space, especially with proposed development elsewhere, is unacceptable. Additionally with regards to the "Retail Centre" of Kidlington it is important to retain existing retail space; developing across A4260 would create a divided shopping area. Retailers currently operating in Kidlington should not be allowed to reduce the shopping footprint and any development should increase not decrease the availability of shop space. For example if the Coop do want to build flats then the whole of the car park area could be turned into shops at street level and with flats above. This would create a fantastic retail area and connect the whole block. This area must be protected especially if there is an influx of more homes in the area

Changes Sought

Reasons for Participation

Proposed Submission Plan - Omission/Alternative Sites

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| PR-C-1546 | 10/10/2017 | Richard | Aistrop | |
| 4852 | Comments | | | |
| Thank you for putting together a comprehensive local plan. It is not currently in the plan however we would object to any direct or back-door attempt by any developer to develop the land behind The Moors. This land is unsuitable as the access is terrible for a large development and this would cause traffic issues with a vast amount of traffic leaving through the rush hour. I hope this would remain out of the local plan. The build site area is adjacent to areas of high flooding risk and as such will increase the risk of flooding to existing properties in the area and potentially cause flooding in those not currently subjected to it. The village is already short on green space and loss of further amenity space, especially with proposed development elsewhere, is unacceptable. Additionally with regards to the "Retail Centre" of Kidlington it is important to retain existing retail space; developing across A4260 would create a divided shopping area. Retailers currently operating in Kidlington should not be allowed to reduce the shopping footprint and any development should increase not decrease the availability of shop space. For example if the Coop do want to build flats then the whole of the car park area could be turned into shops at street level and with flats above. This would create a fantastic retail area and connect the whole block. This area must be protected especially if there is an influx of more homes in the area | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-1552 | 09/10/2017 | Mark and Sandra | Bennett | |
| 4881 | Comments | | | |
| Strong opposition to any building application for houses/business units on the land to the rear of The Moors in Kidlington. The council has already listened to the residents of Kidlington who voiced their concerns when CDC looked and discounted this site as being unsuitable for housing. This is a GB area and as such is used by many residents and is the habitat for numerous wildlife, which must be protected. The traffic in Kidlington is at saturation point with the existing roads barely able to cope at certain times of day. An additional 300 houses plus industrial units in North Kidlington would likely generate another 450+ vehicles a day through Kidlington causing it to grind to a halt. | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-1592 | 27/09/2017 | Mrs M J | Barrett | |
| 4971 | Comments | | | |
| It is with great regret to read the risk of having a development of 300 houses plus business units at land behind the Moors. This is in spite of the area being in the green belt. An expert from Brooke's confirmed that the pond at Holmwell House is still a habitat for great crested newts. Understand that access for a building development would be opposite Benmead Road and this would certainly destroy the pond. In addition, how would the Moors and Mill Street cope with all the additional traffic from such a plan and how would the local schools place all the extra children, not to mention medical services which already seem to be under pressure? This part of Kidlington provides a delightful rural landscape and it would be appalling to cover this beautiful area in concrete. Implore the Planning Inspector to make a wise decision and refuse Bloombridge's proposals in the interests of Kidlington residents. | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-1611 | 09/10/2017 | M | Ellis | |
| 5156 | Comments | | | |
| (This rep was sent by email as an attachment by Elizabeth Holdak PR-C-1462 on behalf of her neighbour as a separate representation). Strongly object to the proposal of Bloombridge to development of the land behind the Moors. Development will increase the risk of more flooding. The ditch that runs along the rear of the houses to the pond will not be able to take the extra rain water which the field absorbs. The entrance and exit which is proposed to join the Moors close to Benmead Road which is the narrowest part of the Moors. Benmead Road is an extremely busy road with an infant and a junior school plus a nursery. More houses and business units would increase the traffic on the Moors even further. Since the new flats have been built cars and vans are parked all day making the road very congested. | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-1632 | 11/10/2017 | Joanna | Marshall | |
| 4990 | Comments | | | |
| Land behind The Moors, Kidlington (PR14 and PR27). I have read Jennifer Betts objections and agree with her. | | | | |
| | Changes Sought | | | Reasons for Participation |
| PR-C-1637 | 11/10/2017 | Iain | Marshall | |
| 4995 | Comments | | | |
| Am writing to make Cherwell DC aware that I support their decision not to include the land behind The Moors (PR14 and PR27) as suitable for development and do not think that decision should be reversed. My main concerns are: 1 it is in the green belt whose whole purpose is to prevent urban sprawl. 2 it would increase the flood risk to established properties. 3 it would remove a valuable green space for local residents' recreation - walking with or without dogs, jogging, children's play etc. 4 it will have a negative impact on local roads, schools, congestion etc. | | | | |
| | Changes Sought | | | Reasons for Participation |

Evidence Base Representations by Document

PR04a-c Strategic Housing Market Assessment 2014

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| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
| 5491 | Comments | | | | | | | |
| Paragraph 15828 of the NPPF requires Local Planning Authorities to use a proportionate evidence base. Whilst A2D do not question whether a proportionate evidence base supports the Partial Review, we note that the Oxfordshire Strategic Housing Market Assessment (SHMA) (April 2014) is out-dated and should be revisited. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| | | | | Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed. | | | | |

PR22 Interim Transport Assessment (October 2016)

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| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | N | N | N | Y |
| 823 | Comments | | | | | | | |
| The Transport Assessment is a large complex document that is difficult for residents to understand. It would have greatly benefited from a Non-Technical Summary which explained the work carried out and the conclusions. The Transport Assessment notes in 2.42 -2.45 the existing congestion problems which exist in north Oxford and the road network leading to it in terms of delays and journey time unreliability along Oxford's Outer Ring Road and the A34. Paras. 2.46 – 2.48 sets out the poor air quality which exists and the AQMAs designated in Oxford and at Bicester Road within the Parish. In para. 2.54 congestion on public transport is highlighted with crowded services and buses contributing to congestion. The above information which is supported by the Parish Council's own experiences and those of its residents show that there are major problems with the transport infrastructure. An additional 4400 houses (of which 1410 are within the Parish) will make this situation worse. Not convinced that there is evidence of properly costed and funded infrastructure improvements to deal with these problems and certainly no evidence that this will be addressed in advance of development or within a reasonable timeframe to support proposed development. The key findings from the evidence base on p.139-140 confirm many of our concerns about the impact of development namely:• New residents will want to commute into Oxford for jobs. Whilst this is inevitable it will undoubtedly lead to increased problems on already congested roads. • Cherwell's boundary is at least 5.9km from most of the city's major employment areas and this is higher than the average national cycle trip length (4.8km). Encouraging increased cycle traffic will be a major challenge even with new cycleways (current cycleways share the road with the bus lanes which creates different issues). Reliance on the car for commuters is still very likely. • Affordable public transport investment is require2. Whilst proposed housing may help fund this have concerns about if and when this will be delivered and how it will be implemented without adverse effects on existing residents. Remain extremely concerned as to whether adequate funds will be secured to deliver the critical infrastructure required to cope with this development. If key elements of this are left out then this could have major impacts in terms of worsening delays, congestion and air pollution. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| Concerned about some of the impacts on congestion and air pollution highlighted in the TA. These are compounded by uncertainties around infrastructure delivery (timing and funding). Request that the TA is reviewed with these issues in mind. | | | | The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision. | | | | |

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| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y |
| 5577 | Comments | | | | | | | |
| What is notable is the changes in some of the RAG metrics used in the Interim Transport Assessment ('ITA') compared to those used in the High-level Transport Assessment. Detailed comments and a list of observations provided. It is clear that the changes in RAG metrics provide more favourable assessments for the option Areas A and B. Changes to some of the arbitrary metrics would have provided more favourable outcomes for the other option Areas C to I. It is notably that the original RAG metrics used in the High-level Transport Assessment did not provide favourable ratings for the sites in south Cherwell. These RAG assessments are showing a high degree of bias towards the selected policy sites and are therefore unsound. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |

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| PR-C-1326 | 10/10/2017 | Victoria | Masey | | N | N | N | Y |
| 4345 | Comments | | | | | | | |
| With regard to transportation infrastructure, the Transport Assessment (TA 2.28), based on Oxford city's prevailing commuter patterns, cannot be applied to the rural environment of Begbroke and Yarnton. When commuting along the A44 on a daily basis there are very few buses, pedestrians or cyclists whilst in the stationary traffic. Application of an urban commuting model onto a clearly rural site is unrealistic, and the impact of approximately 1000 more cars using the already over-congested roads is totally unfeasible. Any proposed development of the A44 will result in months of severe congestion on the 2 alternative routes - A40 and A4260. From a personal point of view I have no choice but to drive into Oxford and due to severe current levels of congestion have to leave by 7.15 am in order to ensure my daughter is dropped off at breakfast club a mere 3 miles away by 08.00. If I do not take advantage of this school service I am unable to get to work in East Oxford for 08.30. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| For the reasons I have given and the Representations made by The Begbroke & Yarnton GB Campaign which I additionally support and adopt as my own Representation in this document, the plan cannot be changed to make it legally compliant or sound and should therefore not be submitted for inspection. | | | | I would like the Begbroke and Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | |

PR22 Interim Transport Assessment (October 2016)

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|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------|--|---|---|---|---|
| PR-C-1333 | 10/10/2017 | James | Masey | | N | N | N | Y |
| 4372 | <p>Comments</p> <p>Understands that key requirement to make proposals PR8 & PR9 sustainable is to alleviate congestion along the A44 to Loop Farm roundabout. Peak time congestion currently exists each working day and an additional >1000 cars will exacerbate an already overburdened situation yet further. - The proposed density of housing between Begbroke and Yarnton suggests 2,000+ more cars (87% of households own a car per TA 2.23) where if only 50% commute (currently 69% commute by car per TA 2.32) that's potentially 1,000 more cars on the A44 at peak times. - The cycle 'superhighway' only frees up to 60 cars at peak (7.55). Just this section of road Yarnton to Loop Farm roundabout - has a canal bridge and a railway bridge, together with established residential and business properties, reducing the likelihood that additional infrastructure can be provided due to high cost and disruption in order for the bridges to be rebuilt. Without this critical investment, the proposals are unsustainable. On a personal impact level, with travel balance changed by an increase of this magnitude, I anticipate increased travel times ranging from >90 minutes or I will need to leave home at least an hour earlier than currently.</p> <p>Changes Sought</p> <p>For the reasons I have given and the Representations made by The Begbroke & Yarnton GB Campaign which I additionally support and adopt as my own Representation in this document, the plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>I would like the Begbroke and Yarnton GB Campaign to represent me at the Examination should it take place.</p> | | | | | | | |

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| PR-C-1333 | 10/10/2017 | James | Masey | | N | N | N | Y |
| 4371 | <p>Comments</p> <p>The Transport Assessment (TA) emphasises sustainability (TA 9.7) by stating "locating these homes further from the {Oxford} City would not provide scope for higher levels of walking, cycling and public-transport trip making from new residential developments". However, in an attempt to look sustainable, the TA assumes that its model of urban commuting is being applied to an urban environment, which is incorrect because while the OCC and CDC refer to the proposals for Yarnton and Begbroke as "the creation of an urban neighbourhood", both these villages are within rural (GB) environments and neighbourhoods - not only because of the social composition of each, but also the availability of appropriate infrastructure. Not forgetting that both villages are more than three miles outside the city limits of Oxford. Therefore, by association, the imposition of an urban commuting ideology is inappropriate: - The TA model draws on Oxford City's commuter patterns (25% walk, 25% cycle, 20% use buses per TA 2.28) and seeks to mimic this urban experience in the rural environment. As such, it appears that by referring to the rural villages of Yarnton and Begbroke as 'urban' is no more than a veiled attempt to try and made a case for sustainable urban planning. In reality and in order to be sustainable it is apparent that the TA's Figure 6-3 (p.85) has not been taken into account since the bulk of the affected areas for PR8 and PR9 have a majority Red or Amber status..?</p> <p>Changes Sought</p> <p>For the reasons I have given and the Representations made by The Begbroke & Yarnton GB Campaign which I additionally support and adopt as my own Representation in this document, the plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection.</p> <p>Reasons for Participation</p> <p>I would like the Begbroke and Yarnton GB Campaign to represent me at the Examination should it take place.</p> | | | | | | | |

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| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
| 5141 | <p>Comments</p> <p>Incorrect consultation form used. Comments relate to proposed submission plan. No further areas of search should be considered - those identified so far are close to Oxford and/or on transport corridors. For example, sites in Kidlington north of The Moors would add to traffic on the A4260</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-1502 | 09/10/2017 | Henry | Brougham | | | | | |
| 5140 | <p>Comments</p> <p>Incorrect consultation form used. Comments relate to proposed submission plan. Concern that the transport proposals are unposted and unfunded and therefore only aspirational. No development should proceed until the appropriate transport infrastructure has been costed, funded and firmly programmed. One specific point: to close Sandy Lane at Yarnton would effectively cut off PR8 from Kidlington, the nearest centre.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

PR32 Cherwell Level 2 Strategic Flood Risk Assessment May 2017

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | N |
| 5678 | <p>Comments</p> <p>It is not clear that work was completed in time to inform consideration of options/formulation of the preferred strategy. The study makes it clear that Begbroke is more constrained by flood risk than Islip, yet the SA report finds the 2 areas to be of comparable flood risk, referencing only the Level 1 SFRA.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1402 | 10/10/2017 | Michelle | Kidd | The Environment Agency | | | | N Y |
| 4508 | <p>Comments</p> <p>Paragraph 3.3.1 'Updated Climate Change Allowances' of the Strategic Flood Risk Assessment (SFRA) states that the most up-to-date climate change allowances have not been used. Therefore this evidence document is not consistent with national planning policy. Specifically where it says that "planning policies and decisions will need to be based on up-to-date information about the natural environment." This may impact on the deliverability of potentially allocated sites within the sequential test. The sequential test may have to be revisited in order to incorporate the updated evidence. For example there could be two sites in Flood Zone 2 one of these may be affected by Climate Change and the other is not. The council should be promoting the site that is not affected by the climate change allowances over the one that isn't. We have highlighted this issue to you previously in our letter dated 07 March 2016.</p> <p>Changes Sought</p> <p>In order to make the local plan sound the latest climate change allowances will need to be used as part of the evidence base in the SFRA.</p> <p>Reasons for Participation</p> <p>To ensure that the flood risk evidence is adequately addressed during the examination.</p> | | | | | | | |

PR32 Cherwell Level 2 Strategic Flood Risk Assessment May 2017

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| PR-C-1413 | 10/10/2017 | Peter | Wilsdon | David Jarvis Associates on behalf of Shipton Ltd | N | Y | N | Y |
| 5597 | Comments | | | | Reasons for Participation | | | |
| The site was not one of the 8 sites put forward for the Level 2 Strategic Flood Risk Assessment (SFRA). It is assumed that the site was 'sieved out' following the Level 1 SFRA. As can be seen from the Environment Agency's Flood Mapping for Planning, the area to the east of the railway line is partially located in Flood Zone 2 and 3. The majority of the developable area if the site is located in Flood Zone 1. The site offers opportunities for flood alleviation through the ecological enhancement scheme proposed on the lands along the River Cherwell. | | | | | As outlined, a number of inaccuracies relating to the site exist in the evidence base, that need to be addressed. Following a review of the evidence base and the scoring of the sites in the Sustainability Appraisal, it is considered that further assessment work is likely to result in the site receiving a more favourable outcome to the extent that it should be considered a potential strategic development site. Should Cherwell District Council disagree and continue to use the inaccurate evidence base to exclude the site then it considered necessary to participate in the Examination. | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-1431 | 10/10/2017 | Mrs Malini | Perera | | | | N | N |
| 4562 | Comments | | | | Reasons for Participation | | | |
| PR32 Flood Report indicates that areas of proposed plot PR7a lie within flood zone 3. The report recommends that development should ideally be restricted to outside modelled flood zone 3 to provide "blue corridors". It is also important to note that these flood maps do not necessarily account for future climate change. The map also does not indicate fields that were historically submerged in water in the heavy rains a few years ago. PR7a indicates that the proposed residential area will lie within flood zone 3 in direct contravention to the flood report. | | | | | Plot PR7a is unsuitable for development. An alternative plot should be identified for the 200 house proposed here. | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

PR34 Ecological Advice - Cumulative Impacts - June 2017

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | |
| 5685 | Comments | | | | Reasons for Participation | | | |
| Questions the recommendation which is taken forward by the Council as proposed policy: "Within the proposed Local Nature Reserve (LNR), it is recommended that habitats be restored to SSSI quality which will enhance the value of the LNR as mitigation for any potential negative impacts on the SSSI." There is no reason to suggest that it will be possible to create a SSSI. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

PR38 Oxford - Cambridge Expressway Strategic Study

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | N |
| 5688 | Comments | | | | Reasons for Participation | | | |
| The implication of the Expressway Strategic Study is that there is a 1 in 3 chance of a major new Expressway passing between Bicester and Oxford, along the A34. The study is referred to in the Proposed Submission Plan and SA, but the implications for the Partial Review are not drawn out. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

PR40 Cherwell Green Belt Study (April 2017) and Addendum (June 2017)

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| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y |
| 5574 | Comments | | | | Reasons for Participation | | | |
| The review appraises strategic development sites within the Cherwell district against the five nationally defined purposes of the Green Belt as set out in the NPPF. It also draws conclusions on the relative harm (or otherwise) to the Green Belt that may result from their potential release for development. The review informed the ongoing preparations of the Partial Review of Cherwell Local Plan Part 1 and the Cherwell Local Plan Part 2. Detailed comments on the site assessments provided. Given that CDC is proposing to release land from the Green Belt, these outline policy guidance or masterplans should be in preparation as part of the Partial Review of the Local Plan process. No such documents have been produced to date and therefore makes this review process unsound. In conclusion, the six sites play an important Green Belt role and can be construed as fragile Green Belt land. If any of the six sites are removed from the Green Belt, it will result in the urban sprawl of Oxford and coalescence of three villages. | | | | | Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | | | | | |

PR40 Cherwell Green Belt Study (April 2017) and Addendum (June 2017)

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| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
| 1098 | <p>Comments</p> <p>For parcel PR38c which represents the land on the eastern side of the A4165 the Cherwell Green Belt Study states that: 'The parcel occupies most of the gap between Oxford and Kidlington to the east of the A4165, any development is likely to be very exposed in this visually open landscape. There is a moderate slope down northwards from the road to Water Eaton Manor which currently prevents intervisibility between the northern and southern parts of the parcel and strengthens its settlement separating role; development encroaching on this slope would have a significant impact on reducing the settlement gap,' (Purpose 2, p 121 of Appendix 1 Cherwell Green Belt Study, April 2017). The overall assessment of the harm to the Green Belt resulting from release of site 38 in its entirety (i.e. land east and west of the A4165) is that 'The site as a whole is critical to the maintenance of separation between Oxford and Kidlington, and would represent significant sprawl of the large urban area of Oxford.' (p123) Yet this is precisely what the Council is proposing to do.</p> <p>Changes Sought</p> <p>Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.</p> <p>Reasons for Participation</p> <p>J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argument is strongly made for the removal of this site from the Green Belt and its allocation for housing development, which would help to address Oxford's unmet need.</p> | | | | | | | |
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
| 1097 | <p>Comments</p> <p>The harm to Green Belt purposes of removing those areas which, under Policy PR3, the Council is proposing to remove from the Green Belt at the North Oxford Triangle; Begbroke and Yarnton is assessed as being high. The Cherwell Green Belt Study (2017) states that the North Oxford Golf Club site (PR38b) 'is a principal element in the gap between Oxford and Kidlington. Its size, extensive tree cover and topography - the southern half of the course is located on a hill - makes it a physical and visual barrier between the settlements, the development of which would leave a gap offering very little physical or perceptual separation. It therefore plays a critical role in settlement separation,' (Purpose 2 on page 118 of Cherwell Green Belt Study, April 2017). In the section on harm to the Green Belt resulting from its release, it states that: 'The physical prominence of the golf course makes it an important buffer feature on the urban edge, limiting perception of the city before entering the built-up area and therefore playing an important role in maintaining the 'Kidlington Gap'.This release would result in the A34 becoming the Green Belt boundary from the Northern Gateway up to Oxford Parkway station, leaving only the width of a single field to separate Oxford from Kidlington.' (p118 -119).</p> <p>Changes Sought</p> <p>Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford)Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.</p> <p>Reasons for Participation</p> <p>J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argument is strongly made for the removal of this site from the Green Belt and its allocation for housing development, which would help to address Oxford's unmet need.</p> | | | | | | | |
| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | N | |
| 5675 | <p>Comments</p> <p>Questions the assessment of Shipton-on-Cherwell quarry, which assigns it high sensitivity (page 50) yet on the other hand proposes it as a location to be removed from the Green Belt. Main concern is in relation to the Addendum, which is a very brief study with little systematic analysis. The study is not referenced anywhere else in the current consultation materials and as such consultees will be unaware of the Council's reasons for defining precise boundaries.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |
| PR-C-1413 | 10/10/2017 | Peter | Wilsdon | David Jarvis Associates on behalf of Shipton Ltd | N | Y | N | Y |
| 5296 | <p>Comments</p> <p>The Study included a GB harm assessment which gives Shipton Quarry a rating ranging from High to Moderate. However it is noted that the area to the east of the railway line which has received a 'high' harm rating is not proposed to be part of the development and will instead be used for ecological enhancement and mitigation. The rating for this should therefore be no greater than moderate. A number of the GB sites selected for inclusion in the Local Plan Review received similar ratings. It is unclear as to what extent the GB Study has considered the permitted uses (please refer to para. 1.8 for list of uses) of the quarry following restoration. The continued industrial use of the site increases the argument for removal of the site from the GB. In comparison to the other strategic sites within the heart of the Oxford GB Shipton Quarry is on the extreme periphery of the green belt and as such would provide a logical option to the re-designation of land from the GB.</p> <p>Changes Sought</p> <p>The Study included a GB harm assessment which gives Shipton Quarry a rating ranging from High to Moderate. However it is noted that the area to the east of the railway line which has received a 'high' harm rating is not proposed to be part of the development and will instead be used for ecological enhancement and mitigation. The rating for this should therefore be no greater than moderate.</p> <p>Reasons for Participation</p> <p>As outlined, a number of inaccuracies relating to the site exist in the evidence base, that need to be addressed. Following a review of the evidence base and the scoring of the sites in the Sustainability Appraisal, it is considered that further assessment work is likely to result in the site receiving a more favourable outcome to the extent that it should be considered a potential strategic development site. Should Cherwell District Council disagree and continue to use the inaccurate evidence base to exclude the site then it considered necessary to participate in the Examination.</p> | | | | | | | |
| PR-C-1436 | 10/10/2017 | Patsy | Dell | Oxford City Council | | | | |
| 5592 | <p>Comments</p> <p>Notes that in the Cherwell Green Belt Study, Figure 1 in the Addendum indicates an area for removal from the GB that extends across the boundary in Oxford's administrative area. This approach is generally helpful in the context of the work currently also underway on a new Oxford Local Plan & showing that both councils are considering the wider picture, although it is noted that the site area does not align exactly with the area in the Oxford Local Plan Preferred Options Document. The City Council is proposing to remove two small parcels from the GB in this vicinity, the first being site reference 590: Pear Tree Farm, which aligns with the area shown in Figure 1. The second parcel however is more limited in area than that shown in Figure 1 of the Cherwell study.</p> <p>Changes Sought</p> <p>Proposes that both the Banbury Road North Sports Club and the sports ground at Cutteslowe Park will remain in the Green Belt, and the only parcel of land the City Council is proposing to remove from the Green Belt is site reference 107: Green Belt land at St Frideswide Farm. We would request that this minor change to the map (Figure 1 Cherwell Green Belt Study Addendum) is updated in future iterations to align more closely with the City Council's latest proposals as set out in the Preferred Options of the Oxford Local Plan, whilst also noting that this may change further as the Oxford Local Plan 2036 progresses.</p> <p>Reasons for Participation</p> | | | | | | | |

PR40 Cherwell Green Belt Study (April 2017) and Addendum (June 2017)

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| PR-C-1443 | 10/10/2017 | Alice | Fitton | Turley on behalf of Bovis Homes Ltd | Y | Y | N | Y |
| 5270 | Comments | | | | | | | |
| <p>Whilst Bovis acknowledge that some of the Oxford Green Belt may need to be released to meet the residual housing need within the HMA, the allocated sites are not considered to present the most appropriate strategy & as such the Plan cannot be considered to be justified by evidence (contrary to the NPPF). Figure 4.2 of the Cherwell Green Belt Study (April 2017) illustrates the harm to Green Belt resulting from release of sites. The Figure clearly shows that there will be high/ moderately high impacts should the majority of the sites in & around Kidlington be released to meet housing needs. This impact is further established within LUC's Addendum to the Study (June 2017) within which comments have been provided on each of the proposed releases. In particular, for the sites west & north of Yarnton, the Addendum states at paragraph 1.24 that the hedgerow boundary to the north is not a strong feature but is consistent with the proposed new settlement edge to the east of the A44. Commentary such as this within an evidence base is not convincing when considering how to manage further growth because it has already been recognised that the proposed boundary does not present a strong feature & as such opens up the possibility for challenges in the future. It is recommended that the Council seek to utilise sustainable sites outside of the Green Belt in the first instance, yet where this cannot be achieved, then the Council at least need to present development allocations that accommodate strong defensible boundaries to ensure development comes forward in accordance with the adopted strategy in the future. Furthermore, it is considered that the exceptional circumstances for the removal of land from the OxfordGreen Belt (as presented in paragraph 5.17 of the Proposed Submission Local Plan Partial Review) are ineffective due to the repetitive nature of each point. It is recommended that these exceptional circumstances are summarised referring to each key issue in turn, such as the need to meet Oxford's housing needs, the opportunity to provide improvements to the quantity and quality of new public open space and green infrastructure etc., and the need to ensure a cautious approach at Woodstock. It is not considered that the distance/ proximity to Oxford can present an exceptional circumstance to support Green Belt release."</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| <p>"To explain further the rationale behind the suggested changes and be given the opportunity to respond to any changes the Council proposes to make and any further evidence that is presented."</p> | | | | | | | | |

PR43 Proposed Submission Sustainability Appraisal

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| PR-C-0018 | 24/07/2017 | Philip | Skipp | | | | | |
| 18 | Comments | | | | | | | |
| <p>Would like to draw attention to the specific observations and findings regarding the SA (Sustainability Appraisal) Objectives 7, 8, 9, 10 & 13. The report begins by saying, 'In combination, the adopted Local Plan Part1 and the Local Plan Part 1 Partial Review ... are likely to have significant negative effects' Referring to SA 10 (air quality and road congestion) it says the development would see 'increasing greenhouse gases from the construction and operation of the new communities as well as air pollution from increases in the number of vehicles'. In regard to SA Objective 7 (biodiversity) it notes, 'there is potential for pollution run off, dust, noise, light spillage and changes to water levels'. It goes on to say there is, 'the potential for habitat fragmentation and loss of connectivity, habitat and species loss, habitat disturbance and degradation and species population' Referring to SA Objective 8 (landscape) it observes, 'Most of the homes are to be provided on greenfield land of varied landscape character and sensitivity. In combination, the loss of such a significant area of countryside has the potential to generate significant negative effects'. Similarly, SA Objective 9 (historic environment) notes, 'Most of the homes are to be provided on greenfield land of varied historic value and sensitivity. In combination, a significant area of development has the potential to generate negative effects on heritage assets'. It concludes by saying of SA Objective 13 (efficient use of land) 'Most of the homes are to be provided on greenfield land of varied agricultural value, including some of the District's best and most versatile agricultural land'. When one reads other sections of the submission, it quite clear that the concerns raised above have already been anticipated by planners.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0018 | 06/10/2017 | Philip R | Skipp | | | | | N |
| 2389 | Comments | | | | | | | |
| <p>Comments regarding the specific observations and findings of SA Objectives 7-10 and 13. 22,800 homes already committed in Cherwell and the additional 4,400 homes will mean no amount of mitigation is going to lessen the huge impact it will have on the environment and existing communities. Oxford's unmet need is based on the SHMA and should be treated with caution. Government's view of protecting the Green Belt. Five guiding principles of the Green Belt quoted. CDC can not demonstrate any of the five guiding principles. There is a need for affordable housing and the creation of jobs but there is also a duty on those of us who care to speak up for the British countryside.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |
| PR-C-0107 | 20/08/2017 | Mr Jeffrey | Lyes | | N | Y | | N |
| 5827 | Comments | | | | | | | |
| <p>The Plan is inconsistent with the National Policy as it treats the Green Belt (GB) with contempt. The national Planning Policy Framework (NPPF) only permits loss of GB in "very special" circumstances. Ref refers to government policy on GB in his letter. Unmet housing is not one of these. The Plan depends on the destruction of a significant portion of Green Belt. The NPPF states " The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belt are their openness and permanence". The identities of the three villages of Kidlington, Begbroke and Yarnton are characterised by open settings. They will be destroyed and become subsumed in a piece of what Cherwell Council calls "space shaping" - basically the urban sprawl the Government claims it wants to prevent. Cherwell seem to have a political approach to sustainability and have decided to simply offset the environmental loss of Green Belt by saying in Para 1.206 of their Sustainability Assessment: The overall impact on the Green Belt and its purposes, including the amount of land that needs to be removed to effectively implement the Plan, has been considered by the Council in the context of the outcomes of the SA for example in relation to the significant positive effects for affordable housing provision in locations which best help to meet Oxford's unmet housing needs." On that basis the Green Belt might as well not exist. It becomes by definition unsustainable.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

PR43 Proposed Submission Sustainability Appraisal

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| PR-C-0237 | 15/09/2017 | Karen | East | TMP Planning Ltd on behalf of Gosford and Water Eaton Parish Council | | | N | Y |
|------------------|------------|-------|------|----------------------------------------------------------------------|--|--|---|---|

822

Comments

Whilst it is noted that Area A - Kidlington and the surrounding area - appears to perform well against some of the criteria, notably access to services, the assessment also highlights number of potential negative effects, notably on landscape, biodiversity and heritage. Given the scale of development proposed, the benefits to health and well being (objective 2) (measured by proximity to existing public services e.g. doctor's surgeries, sports facilities and open space etc.) is overstated. These facilities are provided to serve existing communities, and will not be able to cater for new residents as well, without significant expansion/investment. Any large scale development would need to provide new services for new residents. The SA sets out that for Area of Search A, Kidlington, there is potential for both negative and positive effects on air quality and congestion (Objective 10). Negative effects caused by increased traffic, given how close the area is to existing AQMAs, is of considerable concern. This further emphasises the need to deliver public transport, cycling and walking links to minimise this impact. The Parish is very concerned about the potential impacts on congestion arising from such large-scale development. On objective 5 (creating and sustaining vibrant communities), the potential for negative effects on existing communities is significant, and not just through the construction phase, but also once built through increased noise, light and traffic pollution, for example. At a high level of assessment as that used in the SA, there should be a recognition that significant adverse effects are possible, and that careful consideration needs to be given to help minimise these given planned development will increase the current local housing by over 208%. Noted there is some recognition of the impact of settlements coalescing under Objective 8 (landscape), believe that this is understating the impact. In terms of sustainability, the potential that existing settlements will lose their identity and merge together, is a major consideration for current and future generations. It should be given greater weight. Site Options within Areas of Search A and B Appraisals: Concerns in relation to the Sustainability Appraisal as applied to the Areas of Search are carried through to the appraisal of site options. Strategic Policies and Preferred Site Allocations Appraisal: Again, many of the concerns outlined above are carried through to the Preferred Site Allocations Appraisal. It is noted that Policy PR1 shows mixed positive/negative effects on Pollution and Congestion. Not convinced that there are positive effects on this objective given that increased road traffic will be generated in areas already suffering from pollution. This comment also applies to the housing site allocation which perform the same against this objective. In terms of the site allocations, also note that the housing sites within the Parish are shown to have potential negative effects on biodiversity, landscape, historic environment, efficient use of land and resource consumption. This reiterates concerns that there are significant environmental consequences arising from these allocations. Page 54 of the SA looks at cumulative effects and again highlights the negative effects of all development proposed.

Changes Sought

Parts of the Sustainability Appraisal should be reviewed and revised.

Reasons for Participation

The Parish Council would wish to take part in order to explain the potential impact of the proposed development on local communities and why this should be better reflected in the draft vision.

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| PR-C-0416 | 14/09/2017 | Theresa | Goss | Milcombe Parish Council | | | | |
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1076

Comments

Cherwell had to increase its original proposal for housing by about one third in the Local Plan and they and the other districts which surround Oxford will have difficulty in accepting a further increase. CDC must ensure that it has enough land available to meet its own needs.

Changes Sought

Reasons for Participation

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| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
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1103

Comments

With regard to these reasons the Council has recorded a significant negative effect with regard to the efficient use of land with regard to nearly all of the sites it has allocated. This because the sites are located on greenfield land and Agricultural Land Quality Grade 3 or above. This does not therefore mean that the land in Webb's Way is any worse than the other greenfield sites under consideration. As the site is only small, comprising 3.447 ha and a large part of it would be retained as open space as set out in the accompanying Landscape & Visual Appraisal (January 2017) in order to protect the character of the Cherwell Valley and Kidlington Conservation Area, there would not be a significant increase in traffic through the village and the high quality setting to the north and east of Kidlington would be protected. DTA have prepared a Transport Statement for the Webb's Way site, (submitted with these representations) which indicates that for a development of 30 dwellings, which is what would be likely to be accommodated on this site, 'the proposed use could generate in the order of 16 two-way vehicle movements during the peaks,' i.e. 8.00 - 9.00 & 17.00 - 18.00 or '1 trip every 4 minutes'. This would have a negligible impact on traffic movements through the village. For these reasons it is not considered that the reasons for rejection given in the council's Sustainability Appraisal are valid.

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford) Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argument is strongly made for the removal of this site from the Green Belt and its allocation for housing development, which would help to address Oxford's unmet need.

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|------------------|------------|-------|---------|-------------------------------------------------|---|---|---|---|
| PR-C-0436 | 05/10/2017 | Steve | Pickles | West Waddy ADP on behalf of JA Pye (Oxford) Ltd | Y | Y | N | Y |
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1102

Comments

The Council has decided that the most sustainable locations for accommodating development to meet Oxford's unmet need are in Areas of Search A and B. The Webb's Way site is in Area A and so is in a sustainable location to meet Oxford's unmet need. The Council has given its reasons for rejecting the site (Site ref 32) in paragraphs 10.124 - 10.126 of the Sustainability Appraisal where it states that: '10.124 Significant positive effects are identified in relation to access to services and facilities. Significant negative effects are recorded for the efficient use of land. 10.125 The site's location to the north of Kidlington centre means that increased traffic through the village could be expected. The site lies within a Conservation Area comprising the original historic core of the village but this in itself would not preclude high quality, sensitively designed development. The Kidlington Framework Masterplan (2016) highlights the need to protect the high quality setting to the north and east of Kidlington. In view of the likely traffic generation and the Masterplan's aspiration, the site is not considered to represent the best way to achieve sustainable development to meet Oxford's needs. 10.126 The Council considers that site should not be taken forward for residential development.'

Changes Sought

Amend the strategy to remove, or at least minimise, the amount of land to be removed from the Green Belt in the 'Kidlington Gap' by instead removing other areas, such as the J A Pye (Oxford) Ltd land at Webb's Way, Kidlington (PR32), which the Cherwell Green Belt Study (April 2017) has identified would cause less harm to the Green Belt.

Reasons for Participation

J A Pye (Oxford) Ltd owns land at Webb's Way, Kidlington and wishes to ensure that the argument is strongly made for the removal of this site from the Green Belt and its allocation for housing development, which would help to address Oxford's unmet need.

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| PR-C-0548 | 09/10/2017 | Clive | McDonnell | | | | N | |
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5397

Comments

Objects to proposed plan & sustainability appraisal. It is inconsistent with the NPPF because it fails to provide sustainable development, ensuring a better life for current/future generations. It fails to: Promote realistic sustainable transport; Protect GB; Meet the challenge of climate change & resultant flooding; Conserve and enhance the natural and historic environments. The consultation process has been unreasonable. I object to the complexity of it, with the demand that representations are made on a specific form, and being timed over school holidays. CDC failed to give the public an opportunity to digest the proposals & make their views known. Considers the proposed submission plan, associated policy maps and sustainability appraisal to be unsound, not positively prepared, not justified and not effective for the reasons detailed in specific objections and comments.

Changes Sought

Reasons for Participation

PR43 Proposed Submission Sustainability Appraisal

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| PR-C-0559 | 09/10/2017 | Keerpa | Patel | South Oxfordshire District Council | | | | |
| 1388 | Comments With regard to the Proposed SSA, we note the 3 scenarios which have been tested, in terms of the 4400 homes apportionment & significantly less & significantly more than this. However, we would like more clarity on what is “significant” as it is not clear at present? The testing of the higher & lower numbers also does not appear to relate to any spatial strategy so the implications of this are also unclear. | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | SA Section 8 quantum of development: would like more clarity on what is “significant” as it is not clear at present? | | | | | | | |
| PR-C-0622 | 03/10/2017 | Jennifer | Coppock | Carter Jonas LLP for Oxford Centre for Hebrew and Jewish Studies& Benesco | Y | | N | N |
| 1543 | Comments Concerned that the Council has not undertaken a robust assessment of the options for accommodating Oxford City's unmet housing need, particularly within Yarnton. The Council's Sustainability Assessment is flawed and should have considered development on at least part of our client's land as well as the proposed allocation at Land West of Yarnton (draft Policy PR9). Paragraph 10.148 of the Sustainability Assessment confirms that significant positive effects, regarding development on the subject site ('Site 75 - Land adjacent to The Old School House, Church Lane, Yarnton'), are identified in relation to access to services and facilities. It has also been confirmed that no significant negative effects are identified. The Council has acknowledged that the site could link to, and integrate with, the existing village of Yarnton. However, concern is raised in relation to the potential impacts on the setting of the Registered Park and Garden and listed buildings to the south of the site, and as such the Council has concluded that the site, in its entirety, should not be taken forward for residential development. In doing this, the Council has not considered the potential to develop only the northern portion of the subject site, 'Site 75', rather than the whole of the site. Development on the northern portion, in particular, would form a logical extension to the village and would be sufficiently separated from the Registered Park and Garden and listed buildings to the south. The Proposed Submission Partial Review proposes to deliver 4,400 new homes within seven residential development areas. Paragraph 8.60 states that delivering all 4,400 homes, or significantly more, in close proximity to Oxford and the villages of Kidlington, Begbroke, Islip and Yarnton will ensure that the new homes are located in areas with good access to medical services and open spaces for recreation. This suggests that it would be more sustainable to deliver new homes within the villages mentioned above than other parts of the District, or even the County as a whole. Given that Yarnton has been designated a large Category A village which has access to a range of services and facilities, including a primary school which is proposed to be extended as part of the development on Land West of Yarnton (draft Policy PR9), it is considered that the village has the capacity to deliver more new homes than currently proposed within the Partial Review Local Plan. Development on the northern portion of the subject site would provide small scale, sustainable development which could come forward in the short term. We therefore urge the Council to consider the subject site, in whole or in part, for inclusion within the Local Plan Partial Review. If the subject site were to be developed, the existing landscaping and Yarnton Manor boundary to the south of the site would provide a clear, defensible and permanent boundary to the Green Belt as required by paragraph 85 of the National Planning Policy Framework (NPPF). Furthermore, if the northern portion of the site were to be developed, a comprehensive landscaping scheme would accompany any such development, both screening and protecting the settings of the nearby listed buildings and Registered Park and Garden and enhancing the site's/ Green Belt boundary to the south. The Local Plan Partial Review has not been positively prepared as there is additional capacity for the development of new homes at Yarnton, a sustainable large Category A village within close proximity to Oxford City, which is not currently being realised by the Council. Concerned that the Council has not undertaken a robust assessment of the options for accommodating Oxford City's unmet housing need, particularly within Yarnton. The Local Plan Partial Review is not justified as the Council has failed to fully consider all reasonable alternatives/ additional options as the whole of the subject site has been disregarded without considering the potential for partial development on the site. | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | The Council should consider the northern portion of the site as a small scale, sustainable housing allocation at Yarnton. | | | | | | | |
| PR-C-0682 | 08/10/2017 | Tara J | Prayag | | | | | |
| 5421 | Comments This was incredibly difficult to understand and make sense of. Have no doubt this was also deliberate. Have read through the parish council's response which I do understand and I attach that here:The Sustainability Appraisal (SA) is based on considering areas against a range of economic, social and environmental objectives. It is a high level study, based on a number of assumptions and subjective judgements, and therefore can only have limited value in assessing the suitability of locations for development. Our comments below relate to the different stages of the process. Areas of Search Appraisal (1.93 – 1.113) The points below repeat out concerns expressed at the Option Consultation Stage. Whilst I note that Area A - Kidlington and the surrounding area - appears to perform well against some of the criteria, notably access to services, the assessment also highlights a number of potential negative effects, notably on landscape, biodiversity and heritage. Given the scale of development proposed, the benefits to health and well being (objective 2) (measured by proximity to existing public services e.g. doctor's surgeries, sports facilities and open space etc.) is overstated in our view. These facilities are provided to serve existing communities, and will not be able to cater for new residents as well, without significant expansion/investment. Examples include doctor surgeries and hospitalservices. Any large scale development would need to provide new services for new residents. The SA sets out that for Area of Search A, Kidlington, there is potential for both negative and positive effects on air quality and congestion (Objective 10). Negative effects caused by increased traffic, given how close the area is to existing AQMAs, is of considerable concern. This further emphasises the need to deliver public transport, cycling and walking links to minimise this impact. As stated elsewhere, the Parish is very concernedabout the potential impacts on congestion arising from such large-scale development. On objective 5 (creating and sustaining vibrant communities), the potential for negative effects on existing communities is significant, and not just through the construction phase, but also once built through increased noise, light and traffic pollution, for example. At a high level of assessment as that used in the SA, there should be a recognition that significant adverse effects are possible, and that careful consideration needs to be givento help minimise these given planned development will increase the current local housing by over 108%. Whilst I note there is some recognition of the impact of settlements coalescing under Objective 8 (landscape), I believe that this is understating the impact. In terms of sustainability, the potential that existing settlements will lose their identity and merge together, is a major consideration for current and future generations. It should be given greater weight.Site Options within Areas of Search A and B Appraisal.I set out above our concerns in relation to the Sustainability Appraisal as applied to the Areas of Search and many of these concerns are carried through to the appraisal of site options.Strategic Policies and Preferred Site Allocations AppraisalAgain, many of the concerns outlined above are carried through to the Preferred Site Allocations Appraisal. It is noted that Policy PR1, a key policy for the Plan shows mixed positive/negative effects on Pollution and Congestion. Not convinced that there are positive effects on this objective given that increased road traffic will be generated in areas already suffering from pollution. This comment also applies to the housing site allocation which perform the same against this objective.In terms of the site allocations we also note that the housing sites within the Parish are shown to have potential negative effects on biodiversity, landscape, historic environment, efficient use of land and resource consumption. This reiterates our concerns expressed in other parts of our responses that there are significant environmental consequences arising from these allocations.Page 54 of the SA looks at cumulative effects and again highlights negative effects as highlighted above when you look at the effects of all development proposed. | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
| | | | | | | | | |
| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | N |
| 5668 | Comments The appraisal of alternative apportionment figures in Chapter 8 of the SA is high level to the point of being meaningless. There is no consideration given to the spatial implications of accommodating different apportionment figures and hence no potential to conclude on effects. Specific reference made to paragraphs 8.25 and 8.26. Discussion in paragraphs 7.69 to 7.91 of the SA report, which deal with the Council's reasons for focusing on Areas A and B, is long winded and unhelpful. Paragraphs 7.71 to 7.72 reference the Council's reliance on an overly simplistic metric. Reference is made to the Local Plan Expert's Group concerns regarding reliance on the regulation 19 stage, which suggests that consultation on the SA Report alongside a "true" draft plan, under Regulation 18, is necessary to meet with the requirements of the SEA Directive and the Aarhus Convention. Reference made to inaccuracies in paragraph 10.102 on Shipton on Cherwell quarry. General concerns over analysis being overly mechanistic, the report being too long, repetition of 2016 analysis rather than refining of options, and little to indicate new evidence/understanding was taken into account. Specific points raised with reference to access to a train station, agricultural land, air quality, economic objectives, flood risk, landscape, and Shipton-on-Cherwell and Whitehill Farm Quarries SSSI. Various concerns on the adequacy of the SA report focussing on the Non Technical Summary, including its length, reference to positive effects for air quality and biodiversity, no suggested recommendations/mitigation measures as required by the SEA Regulations, and no analysis presented to justify the conclusions. | | | | | | | |
| | Changes Sought | | | Reasons for Participation | | | | |
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| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
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| PR43 Proposed Submission Sustainability Appraisal | | | | | | | | |
| PR-C-0788 | 10/10/2017 | Andy | Garraway | Turnberry on behalf of Exeter College | Y | Y | N | Y |
| 5484 | <p>Comments</p> <p>The allocation of site PR6c for the potential construction of a golf course, should this be required as a result of the development of Land to the West of Oxford Road under Policy PR6b, is not justified by the evidence base and is an inefficient use of a sustainably-located parcel of land, which is well-related to Oxford. Despite being stated by Cherwell District Council to be unsuitable for allocation as housing in its justification for policy PR6c, the Sustainability Appraisal demonstrates that the site performs equally with sites PR6b and PR7a, and better than sites PR9 and PR10 in terms of impacts on Oxford City, and equal to PR6a, PR6b, PR9 and PR10 in terms of impacts on Cherwell District.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>To ensure Exeter College's position regarding PR6c is articulated effectively</p> | | | | | | | |
| PR-C-0788 | 10/10/2017 | Andy | Garraway | Turnberry on behalf of Exeter College | Y | Y | N | Y |
| 2024 | <p>Comments</p> <p>This representation and its accompanying evidence base demonstrate that there is a basic failure of approach in the Proposed Submission Plan Sustainability Appraisal's analysis of allocated sites and alternatives. The Sustainability Appraisal assesses Site PR6c not against the purposes of the Local Plan Review, i.e. to meet Oxford's unmet housing need in a sustainable way that is spatially-relevant to Oxford, but rather against the allocation of the site as a golf course. The reasons for this approach are not set out in the SA, nor are they evidenced in the Submission Local Plan. This therefore results in a lack of assessment of Site PR6c in terms of its suitability to provide housing. This failure to undertake a robust and comparable assessment of the site's suitability for allocation for housing, coupled with a lack of justification in the Sustainability Appraisal and Proposed Submission Plan for this approach, results in an evidence base which is flawed, unsubstantive and does not conform to the requirements of Paragraph 158 of the National Planning Policy Framework (NPPF). It further does not provide a direct comparison of the advantages and disadvantages of the site compared to the other allocations and does not permit a third-party to understand the conclusions of the Sustainability Appraisal, nor the rationale behind them.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>To ensure Exeter College's position regarding PR6c is articulated effectively</p> | | | | | | | |
| PR-C-0790 | 10/10/2017 | Chris | Shaw | Bloor Homes Western | N | Y | N | Y |
| 5835 | <p>Comments</p> <p>The Pre-Submission draft of the Local Plan Partial Review is not legally or procedurally compliant as a result of the approach undertaken to identifying first, broad Areas of Search Options and secondly, specific sites within those options that were taken forward (Options A and B). Bloor Homes currently control land at Dover Avenue and Thornbury Rise (Site PR 45), which lies immediately to the south of the existing allocation within the adopted Local Plan, BAN 3 – West of Bretch Hill. In line with previous representations submitted in relation to land at Dover Avenue and Thornbury Rise, it is considered that the site offers a logical and sustainable extension to the settlement of Banbury, which would not necessitate the removal of Green Belt Land. Furthermore, it is considered that the Local Plan Partial Review fails the tests of soundness set out within Paragraph 182 of the National Planning Policy Framework. 4.5 It is therefore considered that significant amendments to the Local Plan Partial Review are required before the plan can be found sound or legally compliant. Appendix 1 - Site Location Plan. Appendix 2 - Site Sustainability Appraisal.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>It is considered necessary to ensure that the Local Plan Partial Review is legally and procedurally compliant, positively prepared, justified, effective and compliant with national policy.</p> | | | | | | | |
| PR-C-0790 | 10/10/2017 | Chris | Shaw | Bloor Homes Western | N | Y | N | Y |
| 5380 | <p>Comments</p> <p>Specifically with relation to Option H, the SA considers that the alternative options would have a greater detrimental impact on the existing spatial strategy within the existing Local Plan. The sole reason for this conclusion with respect to Option H is that "additional significant development in the Banbury area would provide unwarranted competition for private and public investment potentially hindering the delivery of existing Local Plan policies by 2031." However, no evidence is provided that supports this assertion. Moreover, as the LPAs within Oxfordshire form a single, strategic HMA, housing need within one LPA can be appropriately accommodated within the other. As the additional development required to satisfy Oxford's unmet housing need (ca. 15,000 dwellings) is identified as part of the wider need for ca. 100,000 homes during 2011-2031 in Oxfordshire, as a whole, locating this development in another district within the same HMA is unlikely to adversely affect the viability or delivery of housing within Cherwell itself. This is supported by the Oxfordshire Growth Board Post-SHMA Strategic Work Programme (SWP), which states that "...the evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas, particularly those with good transport connections to the City" while "...generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded." Indeed, the SA concludes that Option H scores the most positive, significant effects on Cherwell, as well we the least significant, negative effects on both Cherwell and Oxford, alongside other options, including Option A (SA Paragraph 7.71). Furthermore, as well as supporting the Area of Search H, consideration needs to be given to opportunities to increase the amount of dwellings, where appropriate, on existing Strategic Sites or as extensions to existing, Strategic Sites (including Banbury 3: West of Bretch Hill). A similar approach was recommended by the OGB's SWP report, which stated: "When deciding which, if any, sites to include in their Local Plans to meet Oxford's unmet housing needs, consideration should be given to the merits or otherwise of bringing forward a combination of sites in order to provide a coordinated approach to the planning and delivery of development.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>It is considered necessary to ensure that the Local Plan Partial Review is legally and procedurally compliant, positively prepared, justified, effective and compliant with national policy.</p> | | | | | | | |
| PR-C-0790 | 10/10/2017 | Chris | Shaw | Bloor Homes Western | N | Y | N | Y |
| 5377 | <p>Comments</p> <p>As part of the 2014 Proposed Modifications Consultation of the Local Plan a Sustainability Assessment (SA) for the site was specifically produced. The attached assessment provides a positive assessment of the site and is still considered relevant in terms of this consultation. The SA identifies that the site would contribute towards reducing poverty and social exclusion, as new development would be required to provide affordable housing. Although the definitive level of affordable housing provision would be a matter for future planning applications, the importance of any additional affordable housing in Banbury cannot be understated. The site would also positively contribute towards the Council's regeneration objectives of Bretch Hill. Furthermore, an analysis of environmental impacts, sustainable transport as well as appropriate landscaping were undertaken as part of the planning process for the application to the north (13/00444/OUT and 17/00189/F). This found that any negative impacts resulting from the northern development could be sufficiently mitigated. Given the congruity of the site, it is felt that the same conclusions can be appropriately drawn. Overall it is evident that the site (PR 45) is suitable for approximately 150-200 dwellings and would provide a logical and sustainable extension to the settlement of Banbury as well as the submitted Core Strategy Banbury 3 Allocation and planning applications 13/00444/OUT and 17/00189/F. It is therefore considered that in bringing forward development on this site, at the present time, Bloor Homes intend for it to make a positive contribution to the wider housing needs of Cherwell District, particularly given that there is a requirement for the Council to accommodate some of the unmet housing need and the housing land requirement from Oxford City Council.</p> <p>Changes Sought</p> <p>Suggests inclusion of PR45 would assist with meeting Oxford's unmet housing need.</p> <p>Reasons for Participation</p> <p>It is considered necessary to ensure that the Local Plan Partial Review is legally and procedurally compliant, positively prepared, justified, effective and compliant with national policy.</p> | | | | | | | |

| Rep Number | Date Received | First Name | Surname | Organisation | Legally Compliant | DtC Compliant | Sound | Participate |
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| PR43 Proposed Submission Sustainability Appraisal | | | | | | | | |
| PR-C-0799 2058 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of Sheehan Group of Companies | N | Y | N | Y |
| Comments Knightsbridge Farm is a 'site rejected within the GB'. Paragraph 10.154 of the Sustainability Appraisal (Site 92 - Knightsbridge Farm, Yarnton) states that 'significant positive effects are identified in relation to access to services and facilities and reducing air pollution. Significant negative effects are identified in relation to landscape impact and reducing air pollution.' It is difficult to understand how development on the site could possibly have both significant positive and significant negative effects in relation to reducing air pollution. Clarification is sought in relation to this comment. | | | | | | | | |
| Changes Sought Remove the land at and adjacent to Knightsbridge Farm from the GB. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land at and adjacent to Knightsbridge Farm in the allocated site for residential development or a mix of residential and other uses. | | | | Reasons for Participation As drafted, and in so far as it relates to the land at and adjacent to Knightsbridge Farm, the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination. | | | | |
| PR-C-0799 2056 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of Sheehan Group of Companies | N | Y | N | Y |
| Comments The proposed Submission Partial Review proposes to deliver 4,400 new homes within seven residential development areas. Paragraph 8.60 states that delivering all 4,400 homes, or significantly more, in close proximity to Oxford and the villages of Kidlington, Begbroke, Islip and Yarnton will ensure that the new homes are located in areas with good access to medical services and open spaces for recreation. This suggests that it would be more sustainable to deliver new homes within the villages mentioned above than in other parts of the District, or even the County as a whole. | | | | | | | | |
| Changes Sought Remove the land at and adjacent to Knightsbridge Farm from the GB. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land at and adjacent to Knightsbridge Farm in the allocated site for residential development or a mix of residential and other uses. | | | | Reasons for Participation As drafted, and in so far as it relates to the land at and adjacent to Knightsbridge Farm, the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination. | | | | |
| PR-C-0799 2060 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of Sheehan Group of Companies | N | Y | N | Y |
| Comments Paragraph 10.155 of the Sustainability Appraisal states that the site could 'link to the existing village and Kidlington'. The site would provide a sustainable extension to Yarnton and/or the Begbroke Urban Neighbourhood, which could come forward in the short term (i.e. in the first 5 years of the Plan period). | | | | | | | | |
| Changes Sought Remove the land at and adjacent to Knightsbridge Farm from the GB. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land at and adjacent to Knightsbridge Farm in the allocated site for residential development or a mix of residential and other uses. | | | | Reasons for Participation As drafted, and in so far as it relates to the land at and adjacent to Knightsbridge Farm, the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination. | | | | |
| PR-C-0804 5478 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of W Lucy & Co Ltd | Y | N | N | Y |
| Comments Land south of Sandy Lane is a 'site rejected within the GB', para 10.127 states that 'significant positive effects are identified in relation to access to services & facilities. Significant negative effects are recorded for landscape impact & for the efficient use of land.' Para 10.128 continues that 'residential land to the east of the railway [the railway lies immediately west of the subject site] would unacceptably damage the integrity of the GB between the railway & Kidlington'. | | | | | | | | |
| Changes Sought Remove the land south of Sandy Lane from the Green Belt. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land south of Sandy Lane in the allocated site for residential development or a mix of residential and other uses. | | | | Reasons for Participation As drafted, and in so far as it relates to the land south of Sandy Lane, the Plan has not been positively prepared, is not justified and is not effective. This goes to | | | | |
| PR-C-0804 5479 | 10/10/2017 | Steven | Sensecall | Carter Jonas on behalf of W Lucy & Co Ltd | Y | N | N | Y |
| Comments The Proposed Submission Partial Review proposes to deliver 4.4K new homes within 7 residential development areas. Para 8.60 states that delivering all 4.4K homes, or significantly more, in close proximity to Oxford, Kidlington, Begbroke, Islip & Yarnton will ensure that the new homes are located in areas with good access to medical services & recreational open spaces. Suggesting that it would be more sustainable to deliver new homes in these villages than other parts of the District, or even the whole County. Begbroke has been designated a Cat. A Service Village, with a wide range of services & facilities. It is considered that the village has the capacity to deliver more new homes than currently proposed within the Partial Review Local Plan. Development on land south of Sandy Lane would further help meet Oxford's unmet housing need due to the site's close proximity & accessibility to the City. The Council's Sustainability Appraisal acknowledges that the site is close to sustainable transport routes with good accessibility to employment. | | | | | | | | |
| Changes Sought Remove the land south of Sandy Lane from the Green Belt. Amend the boundary of the Begbroke Urban Neighbourhood (Policy PR8) so as to include the land south of Sandy Lane in the allocated site for residential development or a mix of residential and other uses. | | | | Reasons for Participation As drafted, and in so far as it relates to the land south of Sandy Lane, the Plan has not been positively prepared, is not justified and is not effective. This goes to | | | | |
| PR-C-0820 2240 | 10/10/2017 | Richard | House | Gladman Developments | Y | Y | N | |
| Comments Detailed references are made to the NPPF & NPPG. References are made to the Duty to Co-operate and the Sustainability Appraisal. | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

PR43 Proposed Submission Sustainability Appraisal

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| PR-C-0842 | 10/10/2017 | Duncan | Chadwick | David Lock Associates on behalf of University of Oxford, Merton College and a private landowner | Y | Y | N | Y |
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5021

Comments

The Sustainability Appraisal suggests a 'significant negative effect' in relation to Sustainability Objective No. 13 "to improve efficiency in land use through the re-use of previously developed land and existing buildings and encouraging urban renaissance". The justification is based upon the site being entirely greenfield. This ignores the inclusion of the Yarnton Nurseries Garden & Shopping Village within the proposed Policy PR8 allocation. This extends to approximately 5 hectares and is clearly an extensively developed site. The Tripartite therefore considers that the Sustainability Appraisal and its assessment is (in this respect) ineffective, incorrect and misleading as a sizeable part of the site is and should be considered to be previously developed land in the Sustainability Appraisal. The location of the allocation is driven [in large part] by the proximity to, and inclusion of, the University of Oxford's Begbroke Science Park and potential relationship between 1,950 new homes and the jobs, research, innovation and commercial activity associated with the Science Park, which is recognised in the Plan as being of 'international significance' and 'of great importance to the local and Oxfordshire economy. The site was chosen, inter alia, as an efficient and sustainable way to deliver homes, jobs and infrastructure together, reducing the need to travel by car. Policy PR8 proposes an 'urban neighbourhood' with homes constructed at an approximate average net density of 45 dwellings to the hectare. This will ensure efficient use of the land available. Its co-location, close to Oxford and Kidlington, next to a railway halt and possible P&R and close to Oxford Airport brings an exceptional or unique opportunity to meet Oxford's needs in association with the growth of the Science Park, the expansion of which has already been accepted to be an 'exceptional circumstance' justifying a Green Belt Partial Review (Cherwell Local Plan 2011-2031 Part 2). The SA also suggests that the majority of the land is predominantly Grade 2 and 3 agricultural land, which the Tripartite consider is not based upon proportionate evidence (Paragraph 182 of the NPPF). The only information on agricultural land quality available for this site is provisional (1:250,000) mapping from the 1970s. This information is both insufficiently accurate in scale and uses an obsolete system of classification (the current guidelines for ALC are from 1988). Natural England (the statutory consultees on land quality) make clear in their Technical Guidance Note (TIN 049) that these maps should not be relied upon for individual sites and detailed survey is needed. Such a survey is being undertaken by the Tripartite's agricultural land consultants and the results/report/assessment will be available to inform discussion and further representations to the Inspector appointed to examine the Plan. Therefore, the statement that "the majority of the site (approximately 45%) is classed as Grade 2 Agricultural Land, while the remainder is classed as Grade 3 (approximately 40%) Agricultural Land and urban (approximately 5%)" is inaccurate; it will not be known what proportion of the land is within each grade until it has been surveyed in detail. Detailed comments on the SA assessment for Policy PR8 provided.

Changes Sought

Proposed changes suggested - SA Objective No. 9 to be amended to show a 'negligible effect'. SA Objective No. 13 to show a 'negligible effect likely' or 'likely effect uncertain'. SA Objective No. 14 to be amended to show a 'minor positive effect'.

Reasons for Participation

The land owned and controlled by the Tripartite comprises some 86% of the largest draft allocation within the Plan and as such, occupies a unique and vitally important role in meeting Oxford's Unmet Housing Needs. As such, the Tripartite consider it is essential that it is present [and/or represented] and participates at the Examination in order to assist the Inspector by responding to any queries that may arise and supporting the assessment of the soundness of the Plan.

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|

5834

Comments

The CDC Local Plan Part 1 and the NPPF (Para 34) support a strategy whereby growth should be directed towards the most sustainable locations, encouraging travel by non-car modes. The County Council's Oxford Transport Strategy is also clear in its objectives for achieving a meaningful modal shift for those travelling into Oxford City away from the private car and towards public transport. In this context, the justification for the Council's approach in pursuing growth at sites such as PR7, PR8, PR9 and PR10 which propose concentrated levels of development (circa 3,220 dwellings) is unclear. The development as proposed is concentrated along the already very congested A44 corridor and around Kidlington which is a known congestion hotspot. While some development in this area may be appropriate, the concentration of sites will lead to significant issues of congestion given that the sustainable modes being pursued (with the exception of cycling) are all road based Park & Ride, Bus and RTP routes. The Sustainability Appraisal (June 2017) recognises that new development around the Kidlington area 'may increase congestion but the Local Plan Part 1 Partial Review allocates new housing sites that encourage the use of sustainable transport and are allocated following consideration of their impacts on transport patterns through the SA'. Notwithstanding assessment of the proposed allocations through the SA, the impact of congestion has not been sufficiently weighed in the balance when considering reasonable alternative sites and a broader distribution across the District. For example, locating development on the rail network at locations such as Islip would assist in removing some traffic movement from the road entirely. It's recognised that there is the potential for a new railway station at Yarnton, but this is a long term strategy with no immediate proposals for delivery. CDC does not consider this necessary infrastructure to support the proposals and simply consider it a potential future benefit. Therefore, all focus for this plan period under this strategy will be on the road, contrary to the conclusions of the Sustainability Appraisal and to which our client objects. Overall, the various transport evidence base documents prepared to date have not robustly assessed the opportunities to improve rail usage despite current work being undertaken to develop the East-West rail link. East-West rail Phase 1 works saw an upgrade of Islip station which is on the new Oxford - London Marylebone line. The Western Section of East-West Rail will also see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s. Despite this significant rail investment, no development is proposed within Islip which is just a 3 minute train ride from Oxford Parkway, 7 minutes from Bicester, 11 minutes from Oxford and under an hour to London Marylebone. Our client is of the view that Policy PR4a (and by association policies PR6-PR10) focuses too strongly on improvements to and mitigations for the highway network rather than considering options for removing traffic from the road network and towards more sustainable modes such as rail. The proposed locations for the additional housing are known areas of congestion and the transport proposals do not go far enough to solve the existing issues, with the proposed levels of development in this location likely to compound matters further. Our client objects to these policies which will lead to increased levels of congestion and the strategy will not achieve a step change in modal split. Soundness - The evidence base prepared to support Policy PR4a (and by association policies PR6-PR10) is not sufficiently robust to justify the approach to allocate this level of housing in an area of existing traffic congestion without an effective strategy to achieve a step change in modal split. The Council needs to justify its approach for focusing so much of the new development in one area which is already known to suffer issues relating to road congestion. Rail has not been considered as a reasonable alternative within the evidence base documents and consequently the draft plan is not justified. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area. The Plan is not consistent with national Policy as the proposed development is not located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Changes Sought

The evidence base has failed to sufficiently consider investment in rail / exploitation of existing rail assets despite recent investment in the East-West Rail project. A thorough exploration of the reasonable alternatives is required. More detailed consideration needs to be given to the potential for locating new development at Islip within proximity to the existing railway station. This location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR4a

PR43 Proposed Submission Sustainability Appraisal

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|------------------|------------|-------------|--------|--------------------------------------------------------------------|---|--|---|---|
| PR-C-1399 | 10/10/2017 | Ms Jennifer | Mitter | Lichfields on behalf of The Church Commissioners for England (CCE) | N | | N | Y |
| 5829 | Comments | | | | | | | |

The CDC Local Plan Part 1 and the NPPF (Para 34) support a strategy whereby growth should be directed towards the most sustainable locations, encouraging travel by non-car modes. The County Council's Oxford Transport Strategy is also clear in its objectives for achieving a meaningful modal shift for those travelling into Oxford City away from the private car and towards public transport. In this context, the justification for the Council's approach in pursuing growth at sites such as PR7, PR8, PR9 and PR10 which propose concentrated levels of development (circa 3,220 dwellings) is unclear. The development as proposed is concentrated along the already very congested A44 corridor and around Kidlington which is a known congestion hotspot. While some development in this area may be appropriate, the concentration of sites will lead to significant issues of congestion given that the sustainable modes being pursued (with the exception of cycling) are all road based Park & Ride, Bus and RTP routes. The Sustainability Appraisal (June 2017) recognises that new development around the Kidlington area 'may increase congestion but the Local Plan Part 1 Partial Review allocates new housing sites that encourage the use of sustainable transport and are allocated following consideration of their impacts on transport patterns through the SA'. Notwithstanding assessment of the proposed allocations through the SA, the impact of congestion has not been sufficiently weighed in the balance when considering reasonable alternative sites and a broader distribution across the District. For example, locating development on the rail network at locations such as Islip would assist in removing some traffic movement from the road entirely. It's recognised that there is the potential for a new railway station at Yarnton, but this is a long term strategy with no immediate proposals for delivery. CDC does not consider this necessary infrastructure to support the proposals and simply consider it a potential future benefit. Therefore, all focus for this plan period under this strategy will be on the road, contrary to the conclusions of the Sustainability Appraisal and to which our client objects. Overall, the various transport evidence base documents prepared to date have not robustly assessed the opportunities to improve rail usage despite current work being undertaken to develop the East-West rail link. East-West rail Phase 1 works saw an upgrade of Islip station which is on the new Oxford – London Marylebone line. The Western Section of East-West Rail will also see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s. Despite this significant rail investment, no development is proposed within Islip which is just a 3 minute train ride from Oxford Parkway, 7 minutes from Bicester, 11 minutes from Oxford and under an hour to London Marylebone. Our client is of the view that Policy PR4a (and by association policies PR6-PR10) focuses too strongly on improvements to and mitigations for the highway network rather than considering options for removing traffic from the road network and towards more sustainable modes such as rail. The proposed locations for the additional housing are known areas of congestion and the transport proposals do not go far enough to solve the existing issues, with the proposed levels of development in this location likely to compound matters further. Our client objects to these policies which will lead to increased levels of congestion and the strategy will not achieve a step change in modal split. Soundness - The evidence base prepared to support Policy PR4a (and by association policies PR6-PR10) is not sufficiently robust to justify the approach to allocate this level of housing in an area of existing traffic congestion without an effective strategy to achieve a step change in modal split. The Council needs to justify its approach for focusing so much of the new development in one area which is already known to suffer issues relating to road congestion. Rail has not been considered as a reasonable alternative within the evidence base documents and consequently the draft plan is not justified. The draft Plan is not Effective, as it focuses too much of the housing requirement in one, focused area. The Plan is not consistent with national Policy as the proposed development is not located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Changes Sought

The evidence base has failed to sufficiently consider investment in rail / exploitation of existing rail assets despite recent investment in the East-West Rail project. A thorough exploration of the reasonable alternatives is required. More detailed consideration needs to be given to the potential for locating new development at Islip within proximity to the existing railway station. This location would be sustainable and would support the existing local community. It has been demonstrated that there are no overriding physical constraints, in terms of highway impact, flooding and ecology, to the development of this land.

Reasons for Participation

Due to the complexity of the matters discussed in relation to PR4a

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|------------------|------------|--------|---------------|--|---|--|---|---|---|
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | | N | N | Y |
| 5832 | Comments | | | | | | | | |

The appraisal and choice of sites due to the weighting attached to the criteria in both the Green Belt Study and the Sustainability Appraisal result in skewed assessments that place heavy weighting on access to transport infrastructure and employment potential, and very little emphasis on harm to the Green Belt. Representations to Issues and Options stage included in references made. The allocation of sites has been made based very largely on the results of the sustainability appraisal, backed up by a very flawed Transport Assessment (see my Appendix 1 and below). This therefore supports my contention that neither the policy purposes nor the value of the Green Belt in contributing intrinsically to the sustainability of places for people to live have been adequately taken on board as part of a more complete assessment. Given that CDC accept the importance of local landscape, then that should have featured in a supplementary document of some sort, and weightings should have been given and sites reassessed. None of the criteria used in the latest assessment vary from the initial assessment, but applying my separate criteria, and using the rather blunt '+' and '-' scale used in the SA, the scores of each of the key sites are changed radically (see Appendix 1).

Changes Sought

Rewrite to reflect impact on Green Belt in the local areas.

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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|------------------|------------|--------|---------------|--|---|--|---|---|---|
| PR-C-1404 | 09/10/2017 | Andrew | Hornsby-Smith | | N | | N | N | Y |
| 5833 | Comments | | | | | | | | |

Main objection to the use of this very large tract of land is that the theoretical capacity of the site was established at 8,731 dwellings in the Initial Sustainability Appraisal Report, which is not dissimilar to the 7,000 put forward by the developer at the time of the Local Plan. At that time, the proposal was rejected, and the Inspector ruled that the small scale local review for employment purposes (at Langford Lane and Begbroke Science Park) was reasonable, while strategic housing was to be located in Bicester, Banbury and Heyford which catered for the expected employment growth. It is not appropriate to use the pretext of meeting Oxford's unmet housing need to source new housing for Cherwell generated employment. This undermines the agreed strategy of the Local Plan. The Kidlington Masterplan deals with minor non-strategic housing to meet local needs. Detailed analysis provided. The closure of Sandy Lane to motorised traffic is undesirable. In 100 interviews conducted in Kidlington High Street, 8% of visitors came from Yarnton, and the closure of Sandy Lane would inhibit this trade. At the time of the Sainsbury's extension around 10 years ago, the Inspector accepted that Kidlington High Street's anchor stores were underperforming relative to average store floor spaces by £5m/year, and the Co-op anchor store has recently received planning permission to reduce its floor space. It is not the case that Kidlington has a thriving centre in which the loss of some trade from Yarnton would be unnoticed. For Yarnton Nurseries, 26% of their trade comes via Sandy Lane from Kidlington. This is unlikely to be made up for by allocations in the Yarnton area, as Kidlington would still be a far larger settlement. Other than the purely trading links, Sandy Lane provides a valued communal link which would not otherwise exist if such a direct link were severed. Would be happy to accept a much smaller scale of development on this site, one that reflects the originally sanctioned small scale 2ha increase in the Begbroke Science Park, with one primary school. But in terms of meeting the bulk of Oxford's needs, believes that there are better alternatives closer to the Northern Gateway that are less damaging in terms of the near coalescence of settlements, and more sustainable.

Changes Sought

Retain allocation of nature conservation areas, one primary school, remove allocation of 1,950 dwellings and secondary school. Remove existing proposed expansion of Begbroke Science Park. Remove references to and indicative map of station. Insert new policy with retained secondary school, and allocation of 200 houses, permitted 2ha expansion of Begbroke Science Park. Insert new station proposal linked by cycleway from a location at Lyne Road.

Reasons for Participation

Has spoken as a platform speaker at three public meetings in Kidlington and Gosford. Made a substantial representation at the Issues and Options stage. As a former parish councillor, has represented Kidlington Parish Council at the North Oxford Area Action Plan examination in public, and likewise was invited to the Examination in Public of the Local Plan. Has an MSc in Transport Planning, so part of representation covers that area. Also offers a distinctive perspective as a local resident, who agrees with the principle of a Green Belt review, but does not support the current planned site allocation. Has no interest in promoting a particular site, but only have some sympathy with those who would wish to preserve the Green Belt intact. Believe views represent many in Kidlington who recognise the need for local housing, but see these plans as strategically unacceptable. Representation contains primary research evidence which could be presented.

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|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|
| PR-C-1405 | 10/10/2017 | Donna | Palmer | Turley on behalf of landowner of northern parcel of land at south east Kidlington and Hill Residential Developments | Y | Y | Y | Y |
|------------------|------------|-------|--------|---------------------------------------------------------------------------------------------------------------------|---|---|---|---|

5830

Comments

Oxford City Unmet Needs - Paragraph B.95 of the adopted Cherwell Local Plan (2015) committed the Council to undertaking a partial review of the Local Plan in the event that the work of the Oxfordshire Growth Board concluded that Cherwell and other Districts needed to meet additional need for Oxford. The current consultation document is the latest stage in the Council seeking to fulfil this commitment. The Partial Review Plan makes provision for the delivery of 4,400 new homes to meet Oxford City’s identified needs. The 4,400 homes target represents the agreed apportionment by the members of the Oxfordshire Growth Board, with the exception of South Oxfordshire District Council, at its meeting on 26th September 2016. The proposed apportionment had been determined on the basis of a report from Land Use Consultants (LUC), which provided a spatial assessment of options for accommodating the unmet needs of the City, as well as other evidence relating to economic, education and transport considerations. It had been expected that the authorities would confirm a Memorandum of Cooperation at the meeting on the 26th September 2016 to the effect that the six authorities ‘agree’ that the apportionment figures “represent the agreed apportionment.” However SODC was unwilling to agree to the Memorandum on the basis that the areas of search within their administrative area included in the LUC report had not been put forward by the District Council. Although the recognition by CDC of the need to make provision to assist in meeting Oxford City’s unmet needs is supported, there remains significant uncertainty as to whether the 4,400 dwellings proposed to be provided for is in fact the correct level of development to be planning for. Since the Growth Board Meeting in September 2016, agreement has still yet to be reached with South Oxfordshire District Council in particular, although the emerging SODC Local Plan does make some provision of 3,750 dwellings towards meeting the needs of the City. The 4,400 dwellings figure is based upon an assumption that the unmet needs of Oxford City totals 15,000 dwellings. Notably, the Oxford City First Steps consultation (August 2016) itself appears to identify a shortfall of 22,000 rather than the 15,000 which was planned for by the Growth Board. There therefore remains a question as to whether the high level apportionment figure is correct, and consequently what implications there may be for the Local Plan Partial Review. The matter was the subject of discussion at the West Oxfordshire Local Plan Examination in Public however the Inspector’s findings on this matter have yet to be published. In refusing to agree the apportionment proposed by the Growth Board, South Oxfordshire did raise that in their view Oxford City may be able to accommodate more of its own needs than is currently being allowed for. Whether this would equate to the additional 7,000 dwellings which appear to potentially be unaccounted for at this stage, and additionally reduce the currently proposed apportionment figures would appear to be unlikely. At this stage therefore, as a minimum, there are 1,250 dwellings (the proposed apportionment for South Oxfordshire excluding the level of provision they are currently planning for) for which provision is not currently being made for within Oxfordshire, and this could potentially increase to 8,250 dwellings, if the unmet need is ultimately determined to be 22,000 dwellings rather than 15,000. Following the Growth Board meeting on 26th September 2016 there has been no published update as to how matters are to be progressed following the failure to agree the apportionment figures with all authorities. As such it is unclear, leaving aside the question of the true scale of Oxford City’s unmet needs, how the additional 1, is to be provided for. Notably the Growth Board papers for the 26th September meeting themselves highlighted that “it remains for individual authorities to test the SHMA results and its application in their respective local circumstances and to determine whether their Local Plans can sustainably accommodate development to meet the housing need identified.” The proposed apportionment has not been subject to Sustainability Appraisal and as such there remains uncertainty that having agreed to the apportionment figures whether these authorities will in fact be able to deliver these requirements. As such, whilst we commend Cherwell for agreeing to accommodate 4,400 dwellings of Oxford City’s unmet needs and consider it to be a pro-active response which potentially complies with the Duty to Cooperate, due to the remaining uncertainties sufficient flexibility should be built in to allow the Plan to respond to changing circumstances in order to make the Plan sound. The proposed requirement should be treated as a minimum figure and no phasing restriction should be applied to the delivery of the sites.

Changes Sought

Reasons for Participation

Our client has important land interests in the District and has raised matters important to the delivery of the Local Plan Partial Review which it would benefit the Inspector to discuss further at the Examination in Public.

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|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
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5831

Comments

Paragraph 2.12 of the Partial Review sets out the 9 ‘Areas of Search’ across Cherwell which were considered as potential broad locations for growth as set out in the supporting Sustainability Appraisal (June 2017). Section 7 of the Sustainability Appraisal sets out the broad locations for growth. Paragraph 7.12 of the Sustainability Appraisal 10 states that the Areas of Search have been “identified having regard to the location of urban areas, the potential opportunities to develop on previously developed land, received site submissions and ‘focal points’ or nodes that might be developable”. As set out above, the Local Plan Review should address the need to provide a balanced housing supply in locations which are both sustainable and meet the needs of Oxford City Council. This does not necessarily mean sites in closest proximity to Oxford City. There should be a single comprehensive approach to meeting Cherwell and Oxford City Councils’ needs. The adopted spatial strategy within the adopted Local Plan is to focus the build of the proposed growth in and around Bicester and Banbury (Local Plan Part 1, page 10). The identification of reasonable alternatives should have commenced with a review of settlements with good socio-economic and transport links to Oxford City, the capacity of existing strategic allocations in these locations (i.e. NW Bicester – Policy Bicester 1), and whether they can accommodate additional housing. ‘Areas of Search’ A, B and C are all found in Kidlington. A2D acknowledge Kidlington is located in close proximity to Oxford, however, the settlement is classed as a ‘Village Centre’ under the Council’s existing settlement hierarchy (Policy SLE211). The adopted Local Plan settlement hierarchy focuses development in Bicester and Banbury. In accordance with the Council’s settlement hierarchy, development should be directed towards Bicester and Banbury as the top tier settlements and all sites within these settlements should be exhausted before considering alternatives and directing development to the second tier settlements which include Kidlington. Growth at Bicester has not been rigorously tested. The Council acknowledge at Paragraph 7.8912 of the Sustainability Appraisal that: “...Areas of Search A and B would be inconsistent with the existing Local Plan strategy of mostly avoiding development in the Green Belt”. Paragraph 83 of the NPPF (2012) states that Green Belt boundaries should only be reviewed in exceptional circumstances. We question whether exceptional circumstances have been demonstrated, on the basis that Oxford City’s unmet need could be met elsewhere in the District outside of the Green Belt, in keeping with CDC’s adopted growth strategy. Opportunities to intensify development at existing allocations should be explored to ensure continued sustainable patterns of growth in accordance with Paragraph 84 of the NPPF13. There is insufficient evidence put forward that accompanies the Partial Review to suggest that opportunities to increase capacity at existing allocated housing sites, such as NW Bicester (Policy Bicester 1), have been robustly tested. ‘Option E: Bicester and Surrounding Area’ includes the strategic allocation at NW Bicester, the boundary of which is defined by the Masterplan Site Area in the NW Bicester SPD (February 2016). As stated in Paragraph 2.1814 of the Partial Review, ‘Option E: Bicester and Surrounding Area’ was discounted on connectivity and transport links to Oxford (reasons 1-4), strategic investment (reason 5) and concerns that additional development could not be accommodated (reason 6). A2D dispute all these reasons. In response to reasons 1-4, we argue that Bicester is situated in a prominent location within the Oxfordshire ‘knowledge spine’ and the wider ‘Oxford Cambridge Arc’. The Site benefits from its close proximity to the M40 and the major strategic link road (Application 3: reference 14/01968/F dated February 2016), which will improve site connectivity and support the major scale proposed development at NW Bicester. Bicester also has good rail access. Bicester North and Bicester Village Stations are located on the Chiltern Main Line with regular train services to Oxford, London Marylebone, Banbury, Birmingham Snow Hill and Stratford-upon-Avon. There are also further significant planned infrastructure improvements that will enhance Bicester’s connectivity including the future phases of the East West Rail (also referred to as the Varsity Line). Considering the scale, quality and type of existing and planned infrastructure, as well as its existing strong transport links to Oxford City, we consider Bicester to be the ideal location to accommodate housing to meet both Cherwell and Oxford City’s needs, rather than smaller settlements such as Kidlington, which have limited infrastructure. Significant infrastructure development is required at Kidlington to support the level of growth envisaged in the Partial Review. The timescales, costs and land use implications of this require consideration. In response to reason 5, there is significant planned strategic infrastructure investment as part of the NW Bicester Masterplan. Most notably, A2D secured resolution to grant in February 2016 for a major strategic link road and railway bridge (Application 3: reference 14/01968/F) that will improve connectivity within Bicester. In response to reason 6, A2D considers additional development could be accommodated at NW Bicester. Our client can demonstrate that land controlled by A2D at NW Bicester is capable of accommodating additional housing need. We consider there to be an opportunity to review the efficiency of the NW Bicester Master Plan and its ability to meet additional housing need. In addition to the above reasons for discounting Growth Option E, Paragraph 7.80 states: “Additional significant development in the Bicester area would provide unwarranted competition for private and public investment potentially hindering the delivery of existing Local Plan policies by 2031”. We refute this reason as it is not a valid reason in respect of Bicester. Whilst we accept that the Council must consider market signals, there is no evidence to support such a restriction. Strategic Allocation (Policy Bicester 1) has identified NW Bicester as being able to deliver 6,000 homes, 3,293 of which are anticipated to come forward within the plan period (up to 2031). The trajectory for NW Bicester, as set out in CDC’s Annual Monitoring Report (March 2017) which covers the period 1 April 2015 – 31 March 2016, anticipates the delivery of 2,998 total homes at NW Bicester including 393 homes at the Exemplar site and 2,605 homes at NW Bicester (Phase 2) up to 2031. A2D considers further housing can be delivered at NW Bicester within the plan period and the Site can make a significant contribution to Oxford’s unmet housing need and Cherwell’s housing need.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City’s unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell’s settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City’s unmet need, as is currently proposed.

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|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
| 5506 | Comments | | | | | | | |

Paragraph 2.12 of the Partial Review9 sets out the 9 ‘Areas of Search’ across Cherwell which were considered as potential broad locations for growth as set out in the supporting Sustainability Appraisal (June 2017). Section 7 of the Sustainability Appraisal sets out the broad locations for growth. Paragraph 7.12 of the Sustainability Appraisal 10 states that the Areas of Search have been “identified having regard to the location of urban areas, the potential opportunities to develop on previously developed land, received site submissions and ‘focal points’ or nodes that might be developable”. As set out above, the Local Plan Review should address the need to provide a balanced housing supply in locations which are both sustainable and meet the needs of Oxford City Council. This does not necessarily mean sites in closest proximity to Oxford City. There should be a single comprehensive approach to meeting Cherwell and Oxford City Councils’ needs. The adopted spatial strategy within the adopted Local Plan is to focus the build of the proposed growth in and around Bicester and Banbury (Local Plan Part 1, page 10). The identification of reasonable alternatives should have commenced with a review of settlements with good socio-economic and transport links to Oxford City, the capacity of existing strategic allocations in these locations (i.e. NW Bicester – Policy Bicester 1), and whether they can accommodate additional housing. ‘Areas of Search’ A, B and C are all found in Kidlington. A2D acknowledge Kidlington is located in close proximity to Oxford, however, the settlement is classed as a ‘Village Centre’ under the Council’s existing settlement hierarchy (Policy SLE211). The adopted Local Plan settlement hierarchy focuses development in Bicester and Banbury. In accordance with the Council’s settlement hierarchy, development should be directed towards Bicester and Banbury as the top tier settlements and all sites within these settlements should be exhausted before considering alternatives and directing development to the second tier settlements which include Kidlington. Growth at Bicester has not been rigorously tested. The Council acknowledge at Paragraph 7.89 of the Sustainability Appraisal that: “...Areas of Search A and B would be inconsistent with the existing Local Plan strategy of mostly avoiding development in the Green Belt”. Paragraph 83 of the NPPF (2012) states that Green Belt boundaries should only be reviewed in exceptional circumstances. We question whether exceptional circumstances have been demonstrated, on the basis that Oxford City’s unmet need could be met elsewhere in the District outside of the Green Belt, in keeping with CDC’s adopted growth strategy. Opportunities to intensify development at existing allocations should be explored to ensure continued sustainable patterns of growth in accordance with Paragraph 84 of the NPPF13. There is insufficient evidence put forward that accompanies the Partial Review to suggest that opportunities to increase capacity at existing allocated housing sites, such as NW Bicester (Policy Bicester 1), have been robustly tested. ‘Option E: Bicester and Surrounding Area’ includes the strategic allocation at NW Bicester, the boundary of which is defined by the Masterplan Site Area in the NW Bicester SPD (February 2016). As stated in Paragraph 2.1814 of the Partial Review, ‘Option E: Bicester and Surrounding Area’ was discounted on connectivity and transport links to Oxford (reasons 1-4), strategic investment (reason 5) and concerns that additional development could not be accommodated (reason 6). A2D dispute all these reasons. In response to reasons 1-4, we argue that Bicester is situated in a prominent location within the Oxfordshire ‘knowledge spine’ and the wider ‘Oxford Cambridge Arc’. The Site benefits from its close proximity to the M40 and the major strategic link road (Application 3: reference 14/01968/F dated February 2016), which will improve site connectivity and support the major scale proposed development at NW Bicester. Bicester also has good rail access. Bicester North and Bicester Village Stations are located on the Chiltern Main Line with regular train services to Oxford, London Marylebone, Banbury, Birmingham Snow Hill and Stratford-upon-Avon. There are also further significant planned infrastructure improvements that will enhance Bicester’s connectivity including the future phases of the East West Rail (also referred to as the Varsity Line). Considering the scale, quality and type of existing and planned infrastructure, as well as its existing strong transport links to Oxford City, we consider Bicester to be the ideal location to accommodate housing to meet both Cherwell and Oxford City’s needs, rather than smaller settlements such as Kidlington, which have limited infrastructure. Significant infrastructure development is required at Kidlington to support the level of growth envisaged in the Partial Review. The timescales, costs and land use implications of this require consideration.

In response to reason 5, there is significant planned strategic infrastructure investment as part of the NW Bicester Masterplan. Most notably, A2D secured resolution to grant in February 2016 for a major strategic link road and railway bridge (Application 3: reference 14/01968/F) that will improve connectivity within Bicester. In response to reason 6, A2D considers additional development could be accommodated at NW Bicester. Our client can demonstrate that land controlled by A2D at NW Bicester is capable of accommodating additional housing need. We consider there to be an opportunity to review the efficiency of the NW Bicester Master Plan and its ability to meet additional housing need.

In addition to the above reasons for discounting Growth Option E, Paragraph 7.80 states: “Additional significant development in the Bicester area would provide unwarranted competition for private and public investment potentially hindering the delivery of existing Local Plan policies by 2031”. We refute this reason as it is not a valid reason in respect of Bicester. Whilst we accept that the Council must consider market signals, there is no evidence to support such a restriction. Strategic Allocation (Policy Bicester 1) has identified NW Bicester as being able to deliver 6,000 homes, 3,293 of which are anticipated to come forward within the plan period (up to 2031). The trajectory for NW Bicester, as set out in CDC’s Annual Monitoring Report (March 2017) which covers the period 1 April 2015 – 31 March 2016, anticipates the delivery of 2,998 total homes at NW Bicester including 393 homes at the Exemplar site and 2,605 homes at NW Bicester (Phase 2) up to 2031. A2D considers further housing can be delivered at NW Bicester within the plan period and the Site can make a significant contribution to Oxford’s unmet housing need and Cherwell’s housing need.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City’s unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell’s settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City’s unmet need, as is currently proposed.

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|------------------|------------|------|--------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | N | N | N | Y |
| 5498 | Comments | | | | | | | |

The release of land from the Green Belt generates in our view a comparative assessment of alternatives. A2D urge CDC to explore all alternative sites and existing allocated sites to asses if all or some of the unmet housing need can be met in these locations, in line with the sustainability principles set out in Paragraph 17 of the NPPF. These opportunities have not been fully explored. The Sustainability Appraisal (June 2017) only appraised for effects on Oxford City and not the impact on wider Cherwell District. As stated in these representations housing need for Oxford City and Cherwell should not be viewed in isolation from one another, and the adopted Local Plan and Partial Review need to be consistent with one another.

Changes Sought

Reasons for Participation

Our objections in part relate to the proposed growth strategy to address Oxford City’s unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell’s settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City’s unmet need, as is currently proposed.

PR43 Proposed Submission Sustainability Appraisal

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|------------------|------------|---------|--------|----------------------------------|--|--|---|---|
| PR-C-1409 | 10/10/2017 | Richard | Cutler | Bloombridge Development Partners | | | N | Y |
|------------------|------------|---------|--------|----------------------------------|--|--|---|---|

5343

Comments

Our key OBJECTION to the SA is that it underplays the role played in sustainability terms by the strategic components of the GB, notably the Kidlington Gap and Begbroke Gap, and the rural setting of Oxford as viewed from the A44. Summarises: In short, there is nothing in the SA that would suggest that The Moors is not suitable for development. When combined with the landscape character (the same as urban Kidlington) and the modest Green Belt impact, it is hard to see why other sites have been selected in favour to The Moors, especially as our option land is fully controlled and available for development to meet the 2021 target date. We conclude that there are no references in the SA that would preclude development or even explain why The Moors has not been allocated, as originally envisaged by the Alan Baxter work.

Provides detailed SA comments on The Moors (PR14) at page 423 et seq. We note the following comments:

SA Objective 16 – we have previously advised that The Moors could accommodate some employment for SMEs as part of the development mix. We clearly have a reputation in employment land delivery nearby, so we feel a +/- score here should be a +.

- The write up on sustainable transport is good, noting that The Moors is within 500m of a premium bus service.
- On biodiversity criteria, The Moors has a medium/low sensitivity, which our 10 hectares of ‘country park’ and green space can fully off set or mitigate.
- Similarly, on landscape character grounds, the site is recorded as a ‘minor negative’ effect, but with some uncertainty (i.e. there is scope for mitigation and improvement) depending on the master plan treatment.
- The site contains no designated heritage assets.
- There is no flood risk.
- The land is Grade 3 agricultural and has deteriorated recently owing to an unsatisfactory agricultural tenant.

Changes Sought

Following the precautionary principle, the Plan should start from the assumption that key strategic components of the Green Belt are considered sacrosanct. These components are identified by LUC (i.e. high impact) & include the Kidlington Gap & Begbroke Gap; acknowledging that some development may be acceptable where there are special locational advantages that only the Gaps offer (e.g. for the University or inward investment), or where the resultant development does not significantly impact on the integrity of the Gaps or their permanence. On the assumption that the draft Plan would otherwise be held to be unsound, The Moors (PR14) should be included as an omission site for c300 houses, linked to a regeneration package for the village centre and a new 10 hectare ‘country park’. In the alternative, it could be specifically listed as a ‘safeguarded site’ in Policy PR12b, or this policy could be amended to provide for localized Green Belt reviews for housing where planned for sites are not being delivered by 2021.

Reasons for Participation

We confirm that we wish to attend the examination in public.

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| PR-C-1413 | 10/10/2017 | Peter | Wilsdon | David Jarvis Associates on behalf of Shipton Ltd | | | N | Y | N | Y |
|------------------|------------|-------|---------|--------------------------------------------------|--|--|---|---|---|---|

5298

Comments

Considers that the SA appraisal of Shipton on Cherwell Quarry needs further consideration and/or correction.

The SA (and the assessments that informed it) have overlooked the fact that the site has a permitted use following restoration which includes a railhead aggregates depot, concrete batching plant, asphalt coating plant, rail storage depot, B8 storage use with two storage buildings and further temporary buildings and uses. While the SA recognises that the site is brownfield in the context of a former quarry, it should be considered in the context of the above permitted uses. Provides an alternative SA appraisal matrix for Ship ton on Cherwell Quarry (Table 4) and Summary of Effects (Table 3) A revised restoration scheme for the site is provided(Appendix 5), the majority of the site is to be restored to a state that will accommodate development/the permitted uses in any case. Notes that it would appear from the SA that this has not been taken into consideration.

Changes Sought

Shipton Quarry’s scoring is comparable to, and in some cases scores better than, the sites provisionally selected for allocation. On this basis it should therefore be allocated for development in the Local Plan Partial Review. Provides an alternative table to the SA’s Summary of Effects of Residential Options and a SA detailed appraisal matrix for Shipton on Cherwell Quarry.

Reasons for Participation

As outlined, a number of inaccuracies relating to the site exist in the evidence base, that need to be addressed. Following a review of the evidence base and the scoring of the sites in the Sustainability Appraisal, it is considered that further assessment work is likely to result in the site receiving a more favourable outcome to the extent that it should be considered a potential strategic development site. Should Cherwell District Council disagree and continue to use the inaccurate evidence base to exclude the site then it considered necessary to participate in the Examination.

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|------------------|------------|-------|--------|-------------------------------------|--|--|---|---|---|---|
| PR-C-1443 | 10/10/2017 | Alice | Fitton | Turley on behalf of Bovis Homes Ltd | | | Y | Y | N | Y |
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5269

Comments

The representation provides a detailed critique of elements of the Sustainability Appraisal & concludes by stating; Banbury is a location which is proven to be sustainable through the Council’s adopted spatial strategy & a location which is well connected to Oxford via public transport. This is supported throughout the baseline information & supporting text of the SA, however it is not relayed in that manner due to the unknown thresholds and segregation of effects that have been reviewed, rather than assessing the effects as a whole on both Oxford and Cherwell.

Changes Sought

Reasons for Participation

"To explain further the rationale behind the suggested changes and be given the opportunity to respond to any changes the Council proposes to make and any further evidence that is presented."

PR43 Proposed Submission Sustainability Appraisal

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|------------------|------------|------|------|-------------------------------------------------------------|---|---|---|---|
| PR-C-1450 | 10/10/2017 | Mark | Rose | Define Planning & Design Ltd on behalf of William Davis Ltd | Y | Y | N | Y |
|------------------|------------|------|------|-------------------------------------------------------------|---|---|---|---|

5203

Comments

In terms of Cherwell District 4,400 dwellings has been proposed (approx. 30% of the total 15,000 dwellings). The Submission Plan refers to the collective work that has been undertaken to come to that figure, and it is apparent that the apportionment is based on an assessment of the capacity of specific development opportunities in a Spatial Options Assessment that was then further developed by Officers. That assessment, however, only considered potential opportunities in the southern part of Cherwell District close to Oxford. Whilst the Submission Plan suggests that the District Council have considered options across the whole District to accommodate Oxford's unmet need, the actual assessment of the capacity of the District to contribute to addressing the unmet need was undertaken on a restricted basis. The District Council subsequently published a Partial Review of the Sustainability Appraisal Report that looks at wider opportunities, but that assessment was not taken into account in the Growth Board's decision making process. The approach taken has, therefore, inevitably suppressed the quantum of additional development to be accommodated in the District that was agreed by the Growth Board, and subsequently the development strategy and specific allocations that are now proposed in the Submission Plan. William Davis Ltd are, therefore, very concerned that the District Council are not seeking to meet the full objectively assessed need in accordance with the NPPF to support the expected level of economic growth, and critically to ensure that the high level of affordable housing need identified in the Housing Market Area is addressed. A broader (but still sustainable) development strategy and with a higher level of overall provision would provide the essential flexibility in the strategy to accommodate for any shortfalls arising in the District (see objection to paras. 5.1-5.13 & Table 4), or in the wider HMA, to ensure that the identified development needs are actually met in accordance with the NPPF. That is particularly important given the uncertainty in relation to Oxford's true development capacity (as referred to above), and that South Oxfordshire District Council have now determined to only accommodate 3,750 of the 4,950 dwellings attributed to them to address Oxford's unmet need (resulting in a shortfall of 1,200 dwellings)

Changes Sought

Amend: "(a) a minimum of 4,400 homes to ..."
 Add: "The Council has committed to a further review of the Local Plan should the need arise following the preparation of the new Oxford Local Plan if that identifies a higher level of unmet need than is currently being provided for to which Cherwell will need to make an appropriate contribution and/or the monitoring of housing delivery demonstrates a shortfall arising within the District and/or the wider Housing Market Area."
 Also refer to objection to Paragraphs 5.1-5.13 & Table 4.

Reasons for Participation

This matter is critical to and a key element of the development strategy that underpins the Proposed Submission Plan.

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|------------------|------------|-----|-------|------------------------------------------------|---|---|---|---|
| PR-C-1454 | 10/10/2017 | Liz | Boden | Pegasus Group on behalf of Richborough Estates | Y | Y | N | Y |
|------------------|------------|-----|-------|------------------------------------------------|---|---|---|---|

5267

Comments

It is asserted that in only assessing sites within areas A & B, the Council has not considered all reasonable other options & has effectively dismissed sustainable & suitable sites within other Areas of Search without subjecting them to the Sustainability Appraisal process. The evidence base for the Local Plan Part 1 Review is therefore considered to be incomplete. Our clients therefore consider that in order to maximise the delivery of housing across the District it is important that a range of different sites, delivered continuously through the Plan period, is provided for. Consideration should therefore be given to including sites falling within other Areas of Search which perform well in sustainability terms, particularly sites within Area of Search E. The land at Grange Farm, Station Road, Launton, as promoted by our clients for housing development, falls within Area of Search E, & is readily available to meet housing needs throughout the Plan period. This is demonstrated by the attached Illustrative Masterplan for the site. Reference is also made to the HELAA assessment for this site. Representation includes 3 x Appendices: 1: Five year housing land supply report, August 2017, Turley, 2: Site location plan, 3: Illustrative Masterplan.

Changes Sought

Reasons for Participation

To enable full consideration of the above issues identified within this representation.

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|------------------|------------|-------|-------|--------------------------------------|---|---|---|---|
| PR-C-1456 | 10/10/2017 | Nicky | Brock | Carter Jonas on behalf of Mr M Smith | Y | N | N | Y |
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5557

Comments

The Council's Sustainability Appraisal acknowledges that the site has significant positive effects in relation to employment opportunities, access to services and facilities and reducing air pollution. Land east of the Water Eaton Park and Ride is rejected on the basis that the site is being considered through the Local Transport Plan and supporting P&R study as potential for an extension to the park and ride. It is considered that the Local Plan Partial Review has not been positively prepared as there is clearly additional capacity for the development of new homes Land East of Oxford Road which is in close proximity to Oxford City, which is not currently being fully realised by the Council. We are concerned that the Council has not undertaken a robust assessment of the options for accommodating Oxford City's unmet need in the immediate area of the allocated site PR6a.

Changes Sought

Amend the boundary of Land East of Oxford Road Neighbourhood Centre (Policy PR6a) so as to include the land east of the Water Eaton Park and Ride in the allocated site for residential development or a mix of residential and other uses. Remove the land east of the Water Eaton Park and Ride from the Oxford Green Belt. (Map attached)

Reasons for Participation

As drafted, and in so far as it relates to land East of Oxford Road the Plan has not been positively prepared, is not justified and is not effective. This goes to its soundness and raises issues that should be explored fully at the oral part of the Examination.

PR43 Proposed Submission Sustainability Appraisal

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|------------------|------------|--------|-------|---------------------------|---|---|---|---|
| PR-C-1473 | 10/10/2017 | Debbie | Dance | Oxford Preservation Trust | Y | N | N | Y |
|------------------|------------|--------|-------|---------------------------|---|---|---|---|

4637

Comments

OPT was established in 1927 as a charity & local amenity society with the principal aim of conserving & enhancing Oxford in its setting. OPT understands the pressure that Oxford faces in terms of unmet housing need & the commitment of the surrounding districts to help alleviate this pressure. Heritage Assessment - One of the five purposes of the Green Belt is "to preserve the setting and special character of historic towns". If there is acceptance that Oxford is an historic town of some importance, & its setting & special character are a fundamental part of this, then it is necessary to understand what is significant in heritage terms & how to use such findings to inform the development plan process. Historic England's advice note "The Historic Environment & Site Allocations in Local Plans" (October 2015) provides good practice advice for those involved in the Local Plan site allocation process. This can ensure that site allocations avoid harming the significance of heritage assets & their settings. The process has 3 stages: evidence gathering, site selection & site allocation policies, & contributes to ensuring that the Plan complies with legislation & national policy requirements. The evidence gathering process (which should begin before work on the Local Plan itself) is a screening process, which creates a baseline to identify heritage assets (both designated & no designated) which might be affected by site allocations & highlights where more research may be needed. We note that the Sustainability Appraisal carried out by LUC as part of this Partial Review does include a high level assessment of the proposed sites against an objective to "protect, enhance & make accessible for enjoyment, the historic environment." (Sustainability Objective 9). All the tables in the report would suggest that the development of housing in Cherwell has the potential for either a negative or unknown impact on the historic environment. Moreover, the report concludes that "All nine areas of search are considered to have the potential to generate significant adverse effects against SA objective 9". The effects of new housing development in the proposed areas are difficult to predict without any baseline evidence on the significance of the affected heritage assets & the extent & contribution of their settings to that significance. It is therefore surprising given the potential to generate significant adverse effects on the setting & special character of statutory cultural heritage assets, as well as local cultural heritage assets (LUC paragraph 7.59) that there has been no more detailed assessment of such matters to inform decisions. It is too late to perform such analysis as a part of any development management process, as seems to be suggested. This places an unacceptable risk to the delivery of the council's statutory duties relating to the historic environment & risks a lack of clarity & certainty on being able to deliver housing developments. In addition, this report does not appear to include an assessment of the significance of specific assets that may be affected by development proposals or by the infrastructure that will be required to support them. The lack of assessment of significance means that it has not been established how any harmful impact could be mitigated & thus built into the relevant policy advice. Despite this, it appears that, the benefits of developing these areas have been assessed as outweighing the harm, in all cases.

Changes Sought

Reasons for Participation

"OPT considers that there are important matters relating to the soundness of the plan that need to be discussed at the Examination and therefore wishes to reserve the right to participate at the Oral Examination. We take a forward thinking and positive approach to development, looking to influence change rather than stopping it. We are recognised as a professional and experienced voice, able to speak with conviction on matters relating to landscape, views and the impact of development on the city of Oxford and its green setting and surrounds, and are committed to ensuring that Oxford can continue to flourish and prosper, whilst protecting its historic character and setting."

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|------------------|------------|-------|----------|-----------------------------------|---|---|---|---|
| PR-C-1476 | 10/10/2017 | Peter | Frampton | Framptons on behalf of E P Barrus | Y | Y | N | Y |
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5230

Comments

Issue of soundness

The LPA contend, in the advancing of exceptional circumstances (5.17), that: 'The consideration of all other reasonable options did not suggest that a sustainable deliverable alternative could be provided without unacceptable harm to the existing Cherwell Development Strategy'

The Review at Section 2 refers to what options were considered, stating: 'The Sustainability Appraisal supporting the Plan tested the likely environmental effects for 4,400 homes and the effects of providing significantly more or less'.

Nine areas of search are identified in the Partial Review. The SA defined three options for quantities of additional housing growth (SA 8.5), namely:

- '4,400 homes (the Growth Board figures)

- Significantly more than 4,400 homes -

- Significantly less than 4,400 homes'

Refers to the Sustainability Appraisal and Section 9 of the NPPF (Protecting Green Belt Land) and NPPF Paragraphs 6 and 84 to support the submission.

This submission does not seek to suggest that meeting the un-met housing needs of Oxford can be achieved without altering the Green Belt boundary. Rather, the conclusion is reached that the Council has not established exceptional circumstances to alter Green Belt boundaries within the clarification provided by the Government – and the alleged approach taken by the Council (LPP1 Review 5.17 3).

If there is an exceptional circumstance to release land from the Green Belt, the overriding policy imperative for protection of the Green Belt – which is valued by communities (WP1.37) – would be served by minimising the extent to which land is taken from the Green Belt .

Changes Sought

Reasons for Participation

To participate in the Examination as to whether the Council has properly applied Green Belt Policy.

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|------------------|------------|-------|----------|-----------------------------------|---|---|---|---|
| PR-C-1476 | 10/10/2017 | Peter | Frampton | Framptons on behalf of E P Barrus | Y | Y | N | Y |
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5229

Comments

The Sustainability Appraisal at 7.13 explains the approach to the appraisal when considering 'reasonable alternatives' – having identified 'areas of search across the whole district to help identify the most sustainable locations for accommodating housing for Oxford' (SA 7.11).

At paragraph 2.23 of the SA it is evident that the consultants considered the GB stands outside the issue of sustainability. Only matters relating 'spatial relevance to Oxford's social and economic criteria and environmental criteria' have been assessed.

The assumptions applied in the SA (Appendix 2) identify a range of planning interests, including protecting and enhancing landscape character, and the protection of the historic environment. The appraisal that has been undertaken is entirely silent on the GB constraint. In effect, options have been considered without any regard to the existence of land within the GB where boundaries have been established in a development plan.

The SA states at paragraph 2.7: 'Providing sufficient homes to meet Oxford's needs, and the constraints to development presented by Oxford's natural and historic assets as well as the GB, is a significant challenge for the five local planning authorities in Oxfordshire'.

Refers to NPPF Section 9 (Protecting Green Belt land), paragraph 6 on GB and NPPF paragraphs 18 to 219 as a whole to support the submission.

Section 9 Protecting GB land has not featured within the Council's SA – where a fundamental purpose is to examine whether land other than taking GB is suitable to meet development needs taking account of the need to promote sustainable patterns of development (Framework 84).

This omission occurs notwithstanding the recognitions at Table A1.1 that a 'key objective relevant to Local Plan and SA' (emphasis added) is 'Protecting GB land'. The implications for the SA are referred to as 'a sustainability objective'. 'Relating to the coalescence of towns, preserving the setting of historic towns and promoting use of brownfield land'

Such objectives do not include all the purposes of including land within the GB, and fail to address the significance of the fact the land is within the GB in a statutorily adopted development plan. The consultants to the Council contend (SA P147) that the 'purposes of the GB set out in the NPPF are not all relevant to SA'. Such a contention is flawed in the context of meaning of sustainable development (Framework 6). "

This submission does not seek to suggest that meeting the un-met housing needs of Oxford can be achieved without altering the GB boundary. Rather, the conclusion is reached that the Council has not established exceptional circumstances to alter GB boundaries within the clarification provided by the Government – and the alleged approach taken by the Council (LPP1 Review 5.17 3).

The exercise in the consideration of 'all other reasonable alternatives' does not mean that the land search necessarily has to identify large scale tracts of land to accommodate new housing building of a substantial scale. Rather, in the consideration of 'all reasonable alternatives' the appraisal should consider areas of land suitable for housing – within the areas considered the most sustainable development within the District.

Where there are reasonable alternative sites which are suitable for housing – and their release would be consistent with the development strategy of the Part 1 Plan – these areas should be allocated for housing in preference to the release of land from the GB. It is acknowledged that this assessment would be more onerous to the LPA than the appraisal which has been undertaken. GB policy is purposefully intended to be a 'high bar' to new development – and an exceptional justification is required for the release of all land from the GB – not simply satisfying the principle of allocating land for housing within the existing GB.

Changes Sought

Reasons for Participation

To participate in the Examination as to whether the Council has properly applied Green Belt Policy.

PR43 Proposed Submission Sustainability Appraisal

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| PR-C-1481 | 10/10/2017 | Anthony | Sanderson | | Y | Y | N | Y |
| 5458 | <p>Comments</p> <p>SA Submission Report Chapter 3 - Section 3.112 Transport. The Plan is unsound for the following reasons:A. The 4,000 plus homes will significantly worsen the traffic congestion at the Pear Tree roundabout, the Wolvercote roundabout and the Banbury Road roundabout. It is a fantasy to suggest otherwise. The A40 has already ceased to function effectively as part of a ring road and this extra traffic will cause massive delays.B. North Oxford is a poor generator of extra employment being very largely residential. Those employed from these 4,000 plus homes will for the most part have to travel round the ring road, adding significantly to other traffic congestion points. If instead they work further out from Oxford then their housing is in the wrong place, pointlessly damaging the green belt. There is no attempt in this Plan to identify where employment is growing or should grow and develop housing accordingly.C. The entire Plan is unsound because Oxford should have an accepted planned maximum population with either a new town or new villages outside Oxford created to manage the growth in population.</p> <p>Changes Sought</p> <p>To make the Local Plan sound it is necessary to abandon the building of 4,000 plus homes on the green belt as set out and to plan for extra housing either east of Oxford beyond the green belt and nearer to employment possibilities or in a completely new village outside of Oxford with good communications.</p> <p>Reasons for Participation</p> <p>I wish to discuss the poor positioning of the proposed housing for employment and the necessity of planning for an upper limit to Oxford's population with development beyond the green belt.</p> | | | | | | | |

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-|------|--------|-----------------------------------------------|---|---|---|---|
| PR-C-1489 | 10/10/2017 | Nick | Alston | GVA on behalf of Oxford Aviation Services Ltd | Y | Y | N | Y |
| 4672 | <p>Comments</p> <p>Enclosed with the representation is: Updated Planning/Development Proposition, Comments on Sustainability Appraisal, Economic Report, Representations, March 2016, Representations, July 2016, Representations, January 2017 (Enclosures 1-7). Believes the Sustainability Appraisal (SA) is flawed & doesn't provide a robust evidence base to underpin the policies set out in the draft plan. Consequently we are concerned that the draft Plan is not properly justified nor capable of being effective, bringing into question its soundness. Concerned specifically to how the London Oxford Airport (LOA) site has been considered in the SA. The SA appears to assume that any development at the LOA site will encompass the site as a whole & involve the closure of the airport. This is not the case. In order to accurately appraise the sustainability potential of the site it should be subdivided into separate parcels in line with LOA's planning/development proposition (see previous representations). The SA currently produces unrealistically negative results for the site which consequently led to the decision not to select the site for allocation in the draft plan. Our view is that the site offers one of the most sustainable site options to meet Oxford's unmet housing needs, on the following grounds: * It is suitable & achievable (deliverable). * It is of low value in Green Belt & landscape terms (based of the Council's evidence), * It will arguably become the most accessible site option in the preferred area of search (A/B) on account of the proposed transport interchange facility (3 Rapid Transit lines plus regular buses - akin to a rail or tram station), alongside a national cycle route, plus road connections on the A44, * It will realise significant & unique economic benefits that otherwise would not be achieved. Not allocating the site for development will be a significant lost opportunity for the Council. We have raised this matter in our previous representations but this has not been addressed satisfactorily. London Oxford Airport – Planning /Development Proposition: We are concerned that CDC & its sustainability consultants may have misunderstood the planning/development opportunity at the LOA site. Therefore we have enclosed an updated explanation (Enclosure 2) which should be read in conjunction with Enclosure 4 which sets out the economic case for mixed use development here. The owners aim is to keep the airport open, with no intention to close it. However its future viability is dependent on generating additional value from the airport estate. The owners aim to achieve this via developing surplus land (& intensification of existing land) for aviation & complementary uses including a park & ride transport interchange. The south eastern part of the site (the 'Eastern Development Zone') - see provided plans, is earmarked for a mixed use aviation/employment cluster comprising employment uses (B1, B2, B8) & aviation related development, with supporting uses such as a hotel &/or residential accommodation for pilot training school students. Strategic policy support for this is already established in Local Plan Part 1 (LPP1), with detailed policies to be set out in the emerging Local Plan Part 2 (LPP2). This does not therefore need to be considered further in the partial review of LPP1.</p> <p>Changes Sought</p> <p>In order to make the plan sound, firstly we recommend that the SA is revisited & revised in respect to the LOA site. To assist, we have provided our own sustainability appraisal of the LOA site (using the Council's SA framework) at Enclosure 3. This clearly indicates that development being promoted at LOA would comprise a particularly sustainable option for the Council which would offer the opportunity to realise unique economic benefits alongside satisfying Oxford's unmet housing needs. Secondly, and on the assumption that the Council's updated SA reaches similar conclusions to those at Enclosure 3, we recommend amending the plan to establish a policy position that supports the development of part/all of the Western Development Zone of the LOA site for housing, employment and a transport interchange (park and ride) facility. Refer to Enclosure 2 for further details. Specifically this would include: * Amending Policy PR3 to remove part/all of the Western Development Zone from the Green Belt,* Amending Policy PR4a to include specific reference to a transport interchange (park and ride facility) in the Western Development Zone of LOA, * Insert a new policy (PR10a) to allocate part/all of the Western Development Zone for housing, employment, & transport interchange uses.</p> <p>Reasons for Participation</p> <p>LOA is a significant economic asset which has a functional relationship with Oxford and ingenerating/meeting its unmet housing needs. Our concerns go to the heart of the soundness of theplan, therefore we request to participate.</p> | | | | | | | |

PR43 Proposed Submission Sustainability Appraisal

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|-----------|------------|------|--------|-----------------------------------------------|---|---|---|---|
| PR-C-1489 | 10/10/2017 | Nick | Alston | GVA on behalf of Oxford Aviation Services Ltd | Y | Y | N | Y |
|-----------|------------|------|--------|-----------------------------------------------|---|---|---|---|

5255

Comments

Enclosed with the representation is: Updated Planning/Development Proposition, Comments on Sustainability Appraisal, Economic Report, Representations, March 2016, Representations, July 2016, Representations, January 2017 (Enclosures 1-7). Believes the Sustainability Appraisal (SA) is flawed & doesn't provide a robust evidence base to underpin the policies set out in the draft plan. Consequently we are concerned that the draft Plan is not properly justified nor capable of being effective, bringing into question its soundness. Concerned specifically to how the London Oxford Airport (LOA) site has been considered in the SA. The SA appears to assume that any development at the LOA site will encompass the site as a whole & involve the closure of the airport. This is not the case. In order to accurately appraise the sustainability potential of the site it should be subdivided into separate parcels in line with LOA's planning/development proposition (see previous representations). The SA currently produces unrealistically negative results for the site which consequently led to the decision not to select the site for allocation in the draft plan. Our view is that the site offers one of the most sustainable site options to meet Oxford's unmet housing needs, on the following grounds: * It is suitable & achievable (deliverable). * It is of low value in Green Belt & landscape terms (based of the Council's evidence), * It will arguably become the most accessible site option in the preferred area of search (A/B) on account of the proposed transport interchange facility (3 Rapid Transit lines plus regular buses - akin to a rail or tram station), alongside a national cycle route, plus road connections on the A44, * It will realise significant & unique economic benefits that otherwise would not be achieved. Not allocating the site for development will be a significant lost opportunity for the Council. We have raised this matter in our previous representations but this has not been addressed satisfactorily. London Oxford Airport – Planning /Development Proposition: We are concerned that CDC & its sustainability consultants may have misunderstood the planning/development opportunity at the LOA site. Therefore we have enclosed an updated explanation (Enclosure 2) which should be read in conjunction with Enclosure 4 which sets out the economic case for mixed use development here. The owners aim is to keep the airport open, with no intention to close it. However its future viability is dependent on generating additional value from the airport estate. The owners aim to achieve this via developing surplus land (& intensification of existing land), for aviation & complementary uses including a park & ride transport interchange. The south eastern part of the site (the 'Eastern Development Zone' - see provided plans, is earmarked for a mixed use aviation/employment cluster comprising employment uses (B1, B2, B8) & aviation related development, with supporting uses such as a hotel &/or residential accommodation for pilot training school students. Strategic policy support for this is already established in Local Plan Part 1 (LPP1), with detailed policies to be set out in the emerging Local Plan Part 2 (LPP2). This does not therefore need to be considered further in the partial review of LPP1.

Changes Sought

In order to make the plan sound, firstly we recommend that the SA is revisited & revised in respect to the LOA site. To assist, we have provided our own sustainability appraisal of the LOA site (using the Council's SA framework) at Enclosure 3. This clearly indicates that development being promoted at LOA would comprise a particularly sustainable option for the Council which would offer the opportunity to realise unique economic benefits alongside satisfying Oxford's unmet housing needs. Secondly, and on the assumption that the Council's updated SA reaches similar conclusions to those at Enclosure 3, we recommend amending the plan to establish a policy position that supports the development of part/all of the Western Development Zone of the LOA site for housing, employment and a transport interchange (park and ride) facility. Refer to Enclosure 2 for further details. Specifically this would include: * Amending Policy PR3 to remove part/all of the Western Development Zone from the Green Belt,* Amending Policy PR4a to include specific reference to a transport interchange (park and ride facility) in the Western Development Zone of LOA, * Insert a new policy (PR10a) to allocate part/all of the Western Development Zone for housing, employment, & transport interchange uses.

Reasons for Participation

LOA is a significant economic asset which has a functional relationship with Oxford and ingenerating/meeting its unmet housing needs. Our concerns go to the heart of the soundness of the plan, therefore we request to participate.

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|-----------|------------|------|--------|-----------------------------------------------|---|---|---|---|
| PR-C-1489 | 10/10/2017 | Nick | Alston | GVA on behalf of Oxford Aviation Services Ltd | Y | Y | N | Y |
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5258

Comments

Land in the western part of the site (the 'Western Development Zone') - see provided plans, is surplus to the airport's requirements. It has been earmarked by LOA for housing, employment, & a park & ride facility (the latter being a key piece of infrastructure referred to throughout the draft Local Plan, but for which land is not allocated). The adopted LPP1 does not provide a policy basis to support development in this part of the site. It is relevant to addressing Oxford's unmet housing needs therefore is a relevant matter for consideration as part of the partial review of LPP1. The airport has further areas of surplus land to the north west & north east of the site, however developing these areas is of a lower priority for the airport at present. Other Evidence: The same concern applies to other evidence base documents, including the draft Housing & Economic Land Availability Assessment (August 2017). Again this assumes that it is the entire LOA site being promoted for non-airport development (as opposed to just surplus land parcels). Accordingly the site is assessed to be not suitable or achievable for housing (due to the assumed loss of the airport) & not considered further. Assessing the site as a whole is too blunt an assessment & produces inaccurate results. The Western Development Zone is, in our opinion, suitable & achievable (see Enclosure 2 in full representation).

Changes Sought

In order to make the plan sound, firstly we recommend that the SA is revisited & revised in respect to the LOA site. To assist, we have provided our own sustainability appraisal of the LOA site (using the Council's SA framework) at Enclosure 3. This clearly indicates that development being promoted at LOA would comprise a particularly sustainable option for the Council which would offer the opportunity to realise unique economic benefits alongside satisfying Oxford's unmet housing needs. Secondly, and on the assumption that the Council's updated SA reaches similar conclusions to those at Enclosure 3, we recommend amending the plan to establish a policy position that supports the development of part/all of the Western Development Zone of the LOA site for housing, employment and a transport interchange (park and ride) facility. Refer to Enclosure 2 for further details. Specifically this would include: * Amending Policy PR3 to remove part/all of the Western Development Zone from the Green Belt,* Amending Policy PR4a to include specific reference to a transport interchange (park and ride facility) in the Western Development Zone of LOA, * Insert a new policy (PR10a) to allocate part/all of the Western Development Zone for housing, employment, & transport interchange uses.

Reasons for Participation

LOA is a significant economic asset which has a functional relationship with Oxford and ingenerating/meeting its unmet housing needs. Our concerns go to the heart of the soundness of the plan, therefore we request to participate.

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| PR-C-1537 | 10/10/2017 | Helen | Hartley | Nexus Planning on behalf of Hollins Strategic Land LLP | N | N | N | Y |
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4824

Comments

Hollins Strategic Land consider the Council has failed to properly consider the reasonable alternative locations for development. Through the evidence base supporting the emerging Partial Review the Council has considered nine 'Areas of Search' – coming to the conclusion that Option A (Kidlington & Surrounding Area) and Option B (North & East of Kidlington) are the preferred locations for development. Paragraph 182 of the NPPF states that local plans should be the most appropriate strategy, when considered against the reasonable alternatives. HSL are concerned that some of the 'areas of search' are extremely focussed such that individually, they do not represent realistic or 'reasonable alternatives' to assess against the plan objectives. Area of Search H for example solely relates to development in Banbury. Area of Search G is centred on the small area around Junction 10 of the M40. Whilst the Proposed Submission Sustainability Appraisal (SA) (June 2017) provides a cursory consideration of potential combinations of several of the areas of search, these combinations should have been systematically assessed against the SA objectives. Instead the 9 Areas of Search were assessed against the objectives on an individual basis. In this way, it is considered the Council has over-simplified the 'other options' and not undertaken a meaningful assessment of other 'reasonable alternatives'. Of particular concern in this regard is the inclusion of all the 'rural area' within Area of Search I. This prevents any consideration of the vast differences in the sustainability of the various rural settlements, and in their connectivity with higher order settlements. For example, settlements in close proximity to Banbury, such as Adderbury, Wroxton and Bloxham, benefit from good public transport links to Oxford. This is ignored however, by their inclusion within the wider Area of Search I, which scores poorly in the SA against accessibility to services and facilities and reducing air pollution (as a result of assumed reliance on the private car).7. When the given justification for the proposed spatial strategy in the Proposed Submission Plan centres strongly on connectivity to Oxford and the need to reduce dependence on the private car, these limitations in the Council's methodology and its failure to properly consider reasonable alternatives lead to fundamental flaws in the overall strategy.

Changes Sought

Reasons for Participation

For reasons set out in the comments submitted, HSL are of the view that the Local Plan (Part 1) Partial Review does not address matters which run to the heart of Soundness and request the opportunity to make oral representations to this effect.

PR43 Proposed Submission Sustainability Appraisal

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| PR-C-1577 | 09/10/2017 | Jane | Irving | | N | N | N | N |
| 4919 | <p>Comments</p> <p>In the Proposed submission = Sustainability appraisal - non technical summary, the monitoring indicators for SA objective 10 in Table 1.17 concern air pollution and road congestion. The second and third bulleted indicators are I assume aimed at road congestion, and refer to access to services etc. by public transport etc. and "completed transport improvement schemes". A transport improvement scheme may well be completed but have little/no effect on congestion. I suggest you include an additional indicator measuring journey times from various points, including points on the boundaries of Cherwell District Council, to ensure that those commuting times are maintained at current 2017 levels. Many residents living in neighbouring districts work in Oxford and are currently helping to meet Oxford's unmet housing need by living outside Oxford. If current commuting times from our residences are not maintained, living closer to Oxford is the only viable solution. This will increase pressure on housing closer to Oxford e.g. in CDC and Oxford, and have the opposite effect of reducing the housing needs identified.</p> <p>Changes Sought</p> <p>Please see suggestion for monitoring journey times - a suggested indicator might be something like "Journey times at specified points of the day between specified points within CDC and Oxford to be maintained at October 2017 levels".</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-1603 | 10/10/2017 | Gordon and Helen | Henning | | Y | Y | N | N |
| 5828 | <p>Comments</p> <p>The prediction for the number of houses needed (Oxford City Council's "unmet need" for housing) is questioned and is to be re-evaluated. It does not take into consideration the intrinsic value of the Green Belt for current and future generations and the irreplaceable nature of the Green Belt. It is difficult to see how this development can be sustainable, given the lack of realistic plans for providing necessary infrastructure (e.g. transport, health care etc.) - and these are already significant, longstanding problems in Oxford and Oxfordshire (which are likely to be seriously exacerbated by the Northern Gateway development nearby). It is likely to provide housing for London commuters rather than people employed in Oxford and local areas, and hence exacerbate many of the problems that Oxford and Oxfordshire already have such as traffic and very high demand on schools, healthcare etc. The considerable uncertainty over many financial and economic matters after Brexit mean that there is considerable uncertainty about whether the plan could be "deliverable over its period". Have seen little real evidence in recent years of effective co-operation between local authorities e.g. the Jack of solution to the traffic problems in Oxford/Oxfordshire (particularly relevant here as the planned development would inevitably generate more traffic). Not consistent with the National Policy Framework for Green Belts, and has an indistinct border. Not justified or effective in terms of SA Objective 10 (air pollution/road congestion). Whatever pedestrian, cycle or public transport provision is available, increased vehicular traffic will inevitably be associated with any development on this site (for personal reasons for many users e.g. disability, but also for delivery vehicles as more and more shopping is done online. Climate change may well also increase the frequency and severity of adverse weather conditions making cycling etc. not only very unpleasant but also more often dangerous (e.g. in high wind).</p> <p>Changes Sought</p> <p>This policy should be withdrawn completely. There are other alternatives for increased availability of housing including:-(i) use of land within Oxford city for housing instead of employment - Oxford city appears to be planning for employment to outstrip its housing need even more than is now the case and, in particular, there is already a major development (the Northern Gateway) very close to the area covered by policy PR 6a) (ii) increased housing density on sites already used or designated for housing within Oxford city.</p> <p>Reasons for Participation</p> | | | | | | | |

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| PR-C-1621 | 09/10/2017 | Rufus | Nicholson | | N | | N | Y |
| 5593 | <p>Comments</p> <p>Questioning the exceptional circumstances listed against the 5 purposes of the Green Belt, and duty to cooperate. Detailed comments provided on Green Belt. Area of Search H ("Banbury and surrounding area") attracts an additional positive benefit for SA Criteria 3 ("To reduce poverty and social exclusion") in Table 7.2 of the SA, with the result that this area of search scores the highest of any for positive benefits arising from development. This evidence contradicts argument 3 in Section 5.17, which claims that CDC had no other sustainable option for the proposed housing outside of Area of Search A "without causing unacceptable harm to the existing Cherwell development strategy." CDC must also be obliged to show how this last statement is true before any credence whatsoever can be attached to it. This statement is all the more suspicious given that the housing target (28,000 houses) in the Local Plan is now likely to be exaggerated due to the influence of BREXIT and new government methodology for calculating housing need; future housing and employment growth previously predicted in the Local Plan may now not materialise, meaning that there would be no conflict with reassigning OCC's imagined unmet need in its place.</p> <p>Changes Sought</p> <p>Proposed changes suggested on 6 points: Strategic Economic Plan; unmet housing need; SHMA; Oxford's housing capacity; apportionment; and options.</p> <p>Reasons for Participation</p> <p>Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place.</p> | | | | | | | |

PR44 Habitats Regulations Assessment Screening Report - June 2017

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| PR-C-0766 | 10/10/2017 | Haidrun | Breith | Berks, Bucks & Oxon Wildlife Trust | | | | Y |
| 513 | <p>Comments</p> <p>The comments on the previous option consultation raised concerns about the cumulative impacts of developments on the natural environment. Welcome that these comments have been taken on board and that a cumulative impact assessment has been carried out to inform this stage of the process. Note that it only assesses the impact of seven site allocations at North Oxford, Kidlington, Begbroke and Yarnton but does not include other allocations sites in the area such as the Northern gateway and Wolvercote Papermill allocations in the Oxford City boundary. Understand that consideration of sites outside the district boundary might go beyond the remit of this plan but we are concerned that no strategic overview of potential cumulative ecological impacts in the area is taken considering the amount of development taking place. Welcome that scoping surveys were carried out but they are high level and subject to considerable limitations. The report gives a timeframe for surveys between June '16 and February '17, which is rather unspecific and might mean that surveys might not have been done at the optimum survey time and that some ecological interest might have been missed. This potential limitation is exacerbated by the fact that surveys were only conducted from Public Rights of Way, which again might mean that important ecological interest could have been missed. Whilst welcome that efforts have been made to take account of biodiversity we feel the survey information cannot be fully relied upon and more comprehensive surveys might reveal additional ecological interest that will need to be taken into account in the next stage of the site allocation process. Aerial photos suggest that some of the meadows proposed for development might comprise grassland of higher conservation value. Also note that impacts on Port meadow SAC and other designated sites downstream is not considered in the report but we assume that this is covered in the Habitats Regulation Assessment (HRA) and Sustainability Appraisal. Not reviewed these documents in any detail but expect that Natural England (NE) will be commenting on potential impacts on the SAC and other SSSI and are guided by their judgement.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Potential biodiversity impacts as outlined in the representation.</p> | | | | | | | |
| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | N |
| 5674 | <p>Comments</p> <p>Chapter 6 provides no explanation of why proposed allocations will not lead to an impact on Oxford Meadows SAC, and does not reference the potential for in-combination effects. It relies on mitigating effects of the plan, rather than avoiding them, contrary to the mitigation hierarchy (NPPF para 152).</p> <p>Changes Sought</p> <p>Reasons for Participation</p> | | | | | | | |

PR48 Equalities Impact Assessment Screening

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | | N | |
| 5689 | Comments The study does not reference proposed allocations or even a single location within Cherwell. It simply references thematic development management policies. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | | |

PR51 Landscape Character Sensitivity and Capacity Assessment

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | | N | |
| 5671 | Comments Quality of analysis is questionable. The various conclusions are not tabulated, and hence the step wise process is opaque. Analysis often goes beyond analysis of landscape capacity with little or no justification. There are numerous seemingly contradictory statements. Maps presented in Appendix E are highly inaccessible. The quality of the ecological assessment is questionable. No account is taken of nearby sensitivities. | | | | | | | | | |
| | Changes Sought | | | | Reasons for Participation | | | | | |

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| PR-C-1413 | 10/10/2017 | Peter | Wilsdon | David Jarvis Associates on behalf of Shipton Ltd | N | Y | N | Y | | |
| 5595 | Comments The LCSCA refers to the linear nature of the railway line not lending itself to residential development. This linear part of the site is intended to work with the remainder of the Ship ton Quarry and as such provides a potential boundary, travel route, recreation area etc. Any potential housing development is likely to be approximately 5 metres below the level of the railway line. Distance of dwellings from the railway line could be addressed at a planning application stage. Illustrative masterplan (included at Appendix 2) demonstrates how the whole site can accommodate residential development in a manner that is sympathetic to its surroundings. | | | | | | | | | |
| | Changes Sought Requests that CDC reconsider the exclusion of Shipton Quarry from the Local Plan Partial Review. | | | | Reasons for Participation As outlined, a number of inaccuracies relating to the site exist in the evidence base, that need to be addressed. Following a review of the evidence base and the scoring of the sites in the Sustainability Appraisal, it is considered that further assessment work is likely to result in the site receiving a more favourable outcome to the extent that it should be considered a potential strategic development site. Should Cherwell District Council disagree and continue to use the inaccurate evidence base to exclude the site then it considered necessary to participate in the Examination. | | | | | |

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| PR-C-1413 | 10/10/2017 | Peter | Wilsdon | David Jarvis Associates on behalf of Shipton Ltd | N | Y | N | Y | | |
| 5598 | Comments The LCSCA refers to the linear nature of the railway line not lending itself to residential development. This linear part of the site is intended to work with the remainder of the Ship ton Quarry and as such provides a potential boundary, travel route, recreation area etc. Any potential housing development is likely to be approximately 5 metres below the level of the railway line. Distance of dwellings from the railway line could be addressed at a planning application stage. Illustrative masterplan (included at Appendix 2) demonstrates how the whole site can accommodate residential development in a manner that is sympathetic to its surroundings. | | | | | | | | | |
| | Changes Sought Requests that CDC reconsider the exclusion of Shipton Quarry from the Local Plan Partial Review. | | | | Reasons for Participation As outlined, a number of inaccuracies relating to the site exist in the evidence base, that need to be addressed. Following a review of the evidence base and the scoring of the sites in the Sustainability Appraisal, it is considered that further assessment work is likely to result in the site receiving a more favourable outcome to the extent that it should be considered a potential strategic development site. Should Cherwell District Council disagree and continue to use the inaccurate evidence base to exclude the site then it considered necessary to participate in the Examination. | | | | | |

PR52 Transport Assessment - July 2017

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| PR-C-0262 | 10/10/2017 | Richard | Pye | | N | N | N | Y | | |
| 5578 | Comments A comparison of the RAG metrics used in this assessment with those used in the High-level Transport Assessment is provided in Table 2-5. This allows for a direct comparison to be made between the two reports of specific sites within the south Cherwell district. Detailed comments provided. Inaccuracies in how the RAG matrices in the TA have been applied to Policy PR6a and PR10. A list is provided. Confirms the sensitivity of the metrics to changes in journey times. It is bizarre that Site ID51, which encompasses Policy Site PR9 provides access to zero jobs by public transport and yet was still selected. broader point is that the Policy Sites PR8, PR9 and PR10 score badly in the TA RAG assessment (there is a working assumption that the errors highlighted above have been corrected - Site ID20 currently has for green ratings that are incorrect). Despite these poor ratings, these sites have still been proposed as for strategic housing development. This aspect of the transport evaluation highlight huge inconsistency in how metrics were defined across different reports. This leads to certain sites receiving higher ratings than would have otherwise been the case. There are also a number of errors that result in the Policy Sites receiving more favourable ratings than otherwise would have been the case. These assessments are therefore unreliable and makes this part of the proposed submission plan unsound. | | | | | | | | | |
| | Changes Sought For the reasons I have given above AND the Representations made by the Begbroke & Yarnton Green Belt Campaign which I additionally support and adopt as part of my own Representation in this document, the Plan cannot be changed to make it legally compliant or sound and should therefore NOT be submitted for Inspection. | | | | Reasons for Participation Would like the Begbroke & Yarnton Green Belt Campaign to represent me at the Examination should it take place. | | | | | |

PR52 Transport Assessment - July 2017

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | N |
| 5673 | Comments | | | | | | | |
| <p>Timing is of concern; it was completed only in July 2017 with missing Appendices to Appendix 6 then added in August 2017. There is little or no evidence to suggest that it was available in time to inform consideration of options/ formulation of the preferred strategy. The SA report does not draw upon its analysis, as evidenced by no consideration of the four "development scenarios" that are a focus of the TA. Instructed Bruce Bamber, a transport consultant, to prepare a report on the transport implications of the allocation of sites PR8 and PR9 for housing purposes. Although his technical review has focused on these areas, the broader methodology to identify potential development locations has also been assessed for its soundness. The report has been provided as Appendix B. Key conclusions from the report includes: the Sustainability Appraisal Report was published before the Transport Assessment and therefore cannot properly take into account the transport impact of development options. The SAR fails to report the adverse traffic congestion impact from the proposed development around Begbroke and Yarnton and is therefore flawed. Transport evidence base and the associated environmental assessment work is fundamentally unsound and cannot be relied upon. Criticisms include assumptions for car driver mode share, accessibility to sustainable transport and jobs, and lack of modelling to test the effects of closing Sandy Lane.</p> | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | |

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| PR-C-0841 | 10/10/2017 | Catherine | Newman | | | | | N | N |
| 2277 | Comments | | | | | | | | |
| <p>The Transport Assessment (July 2017) has modelled its scenario on the successful delivery of ALL the proposed critical investments listed in Table 8-2, assuming for example that a full bus lane is achievable from Begbroke to Loop Farm roundabout Yarnton where it admits there is no feasibility study and that it has a very high cost. This would not be possible given that there is a railway bridge, a canal bridge and residential properties before Loop Farm Roundabout and therefore the Plan is unsustainable and unjustified. Closure of Sandy Lane should not be closed to traffic at the level crossing. Sandy Lane is a well-used road, I myself use it several times a week saving me several miles by not using the A44 via Langford Lane or Stratfield Brake. When the A44 is clogged up due to an incident at Pear Tree Roundabout or one on the A34 it is also an alternative route to reach Oxford and the hospitals. The queues into Oxford are very often horrendous especially at peak times and can reach back to Langford Lane.</p> | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |

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| PR-C-1413 | 10/10/2017 | Peter | Wilsdon | David Jarvis Associates on behalf of Shipton Ltd | | N | Y | N | Y |
| 5297 | Comments | | | | | | | | |
| <p>The Shipton on Cherwell site should have scored higher in terms of its potential for sustainable transport links. The site is located in close proximity to a range of the proposed future transport investments and due to its size has the viability to provide suitable infrastructure to capitalise on these. Responses relating to transport have been included in Table 4. Refers to the RAG assessment and testing scenarios (A1-A5) in the Transport Assessment July 2017 and Oxfordshire CC A44& A4260 Corridor Study and LTP4.</p> | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |
| <p>The Shipton on Cherwell site should have scored higher in terms of its potential for sustainable transport links.</p> | | | | <p>As outlined, a number of inaccuracies relating to the site exist in the evidence base, that need to be addressed. Following a review of the evidence base and the scoring of the sites in the Sustainability Appraisal, it is considered that further assessment work is likely to result in the site receiving a more favourable outcome to the extent that it should be considered a potential strategic development site. Should Cherwell District Council disagree and continue to use the inaccurate evidence base to exclude the site then it considered necessary to participate in the Examination.</p> | | | | | |

PR53 Sequential Test and Exception Test (Flooding) - June 2017

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | | N |
| 5672 | Comments | | | | | | | | |
| <p>The report fails to demonstrate that proposed allocation PR8 is sequentially preferable to other options despite the flood risks that exists. There is no discussion of how it performs relative to other sites, of lesser or nil flood risk, that might be allocated in its place. This is a fundamental flaw.</p> | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |

PR54 Housing and Economic Land Availability Assessment - August 2017

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| PR-C-0413 | 17/09/2017 | Theresa | Goss | Bloxham Parish Council | | | | | |
| 1066 | Comments | | | | | | | | |
| <p>Bloxham Parish Council's Comment on the Taylor Wimpey blog relates to land North and South of Milton Road. This site is a significant distance from Oxford and does not provide easy access to sustainable public transport options which will lead to an unacceptable reliance on private cars. A reliance on private cars will exacerbate pollution and congestion problems in Bloxham. In response to the initial consultation on meeting Oxford's housing need BPC commented that this site 'will lead to additional traffic at the over capacity mini roundabout on the A361, and would add further congestion to the Milton Road'. It is proposed to release a very small percentage of Green Belt lying within Cherwell's boundaries for housing to meet Oxford's need. We support the view that there are exceptional circumstances that warrant this release of Green Belt. Development of this site would result in the loss of another green field on the edge of Bloxham and negatively impact the landscape and historic setting of the village. The draft HELAA has assessed this site as suitable for 'approximately 61 dwellings subject to more detailed consideration'. However, it notes that it lies outside the area of search for development sites to meet Oxford's need. Taylor Wimpey's blog suggests the site could accommodate 250 homes and also offers delivery of space for a primary school not a primary school. Bloxham has a made Neighbourhood Development Plan and this proposal would be contrary to Policy BL1 of that plan.</p> | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | | N |
| 5670 | Comments | | | | | | | | |
| <p>Despite what is said in paragraphs 1.1 and 7.2, the HELAA has not been applied as an initial first step to inform site selection, but instead as the site selection process itself, as evidenced from analysis on PR8 and PR9. This explains why it was only made available subsequent to the start of the consultation and in draft form only. The role of the HELAA has not been communicated well and has caused considerable confusion.</p> | | | | | | | | | |
| Changes Sought | | | | Reasons for Participation | | | | | |

PR54 Housing and Economic Land Availability Assessment - August 2017

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| PR-C-0789 | 10/10/2017 | Colin | Smith | | | | | | N | | | |
| 4524 | <p>Comments</p> <p>This Draft Cherwell Housing & Economic Land Availability Assessment Aug 2017 (HELAA) was published circa 25/08/17 & not publicised to Fritwell Parish Council (FPC). Concerned over the publicity and consultaiton of the draft HELAA. This response relates to Appendix 4 - summary of assessments, with regard to the Fritwell HELAA sites and identifies them as suitable, available and achievable for residential assessment. Reference to comments from a CDC Planning Officer in relation to a planning application. Reference to paragraphs 7.4, 7.5, 7.6 in HELAA 132. Believes HELAA 131, part of HELAA 132 and 133 are not suitable for development. Specific reasons are; Part of HELAA 132 : would be harmful to the character of the area, HELAA 135: unsuitable because it would encroach into the open countryside, HELAA 132: development would have a significant impact on Fritwell Conservation Areas' rural setting. Believes HELAA 132 (part of) being designated as 'available' is not correct. Supports HELAA 274 as fitting with reasonable and sympathetic development. Reference to the Government's consultation document on lower housing need.</p> <p>Changes Sought</p> <p>Unlike urban areas with Green Belt safeguards through legislation, surrounding rural communities have no such protection against expansion despite the countryside being hugely important. Urges the report to be more protective of rural settlement areas with a wording change where 'Should additional greenfield land be required at Fritwell to meet Cherwell's housing needs,' should be followed by 'and only when all existing infill and brownfield opportunities have been utilised,' at each occurrence.</p> <p>Reasons for Participation</p> | | | | | | | | | | | |
| PR-C-0789 | 10/10/2017 | Colin | Smith | | | | | | N | N | | |
| 2028 | <p>Comments</p> <p>Concerned over the publication of the draft HELAA document as was not made aware of this. Questioning the Fritwell HELAA sites identified in Appendix 4 as being suitable, available and achievable for residential development. Reference to CDC's comments to a planning application which includes reference to the HELAA site HELAA132. Detailed comments provided on specific HELAA sites in Fritwell (HELAA131, 132, 133 and 274). HELAA should be more protective of rural settlement areas. Reference to the Government's consultation document on housing needs and its suggestion of greater than 30% reduction to 762 dwellings required instead of 1142.</p> <p>Changes Sought</p> <p>HELAA to be more protective of rural settlement areas with a wording change where 'Should additional greenfield land be required at Fritwell to meet Cherwell's housing needs,' should be followed by 'and only when all existing infill and brownfield opportunities have been utilised,' at each occurrence.</p> <p>Reasons for Participation</p> | | | | | | | | | | | |
| PR-C-1408 | 10/10/2017 | Andy | Pearce | Barton Willmore on behalf of A 2 Dominion Housing Group Ltd | | | | | N | N | N | Y |
| 5492 | <p>Comments</p> <p>We note that the Council has published its Draft Housing and Economic Land Availability Assessment (August 2017) (HELAA). NW Bicester (reference HELAA275) is identified as a strategic allocation (Policy Bicester 1) and able to deliver 6,000 dwellings, 3,293 of which within the plan period. The Site is identified as suitable, available and achievable. Appendix 4 states that the Site can deliver up to 15 dwellings per hectare. This is too low and does not reflect extant planning permissions at NW Bicester, or resolutions to grant. There is an opportunity to review the efficiency of the NW Bicester Master Plan and its ability to meet additional housing need. We note that the Draft HELAA also states that there is no further potential for development in this location to meet Oxford City's unmet need as Bicester lies outside 'Areas of Search' A and B. As stated, there is insufficient evidence put forward that accompanies the Partial Review to suggest that opportunities to increase capacity at existing allocated housing sites, such as NW Bicester (Policy Bicester 1), have been robustly tested before 'Search Areas' A and B, which involve Green Belt release, were chosen.</p> <p>Changes Sought</p> <p>Reasons for Participation</p> <p>Our objections in part relate to the proposed growth strategy to address Oxford City's unmet need, which we consider to be unsustainable and inconsistent with national policy. This is contrary to the adopted Growth Strategy set out in the Cherwell Local Plan 2011-2031 (Part 1), which focuses new development at key settlements, as identified in Cherwell's settlement hierarchy. The Council has not discharged its duty to demonstrate exceptional circumstances to release the identified sites from the Green Belt, pursuant to paragraph 82 of the National Planning Policy Framework. Further, there is insufficient evidence to suggest that opportunities to increase capacity at existing allocated housing sites have been robustly tested. Finally, there should be a single housing requirement for the Cherwell Local Plan. There is no justification for a separate figure to be applied to meet Oxford City's unmet need, as is currently proposed.</p> | | | | | | | | | | | |
| PR-C-1413 | 10/10/2017 | Peter | Wilsdon | David Jarvis Associates on behalf of Shipton Ltd | | | | | N | Y | N | Y |
| 5299 | <p>Comments</p> <p>Notes that Shipton Quarry is assessed to be suitable, available and achievable in terms of both residential and employment development in Appendix4 of the HELAA and that it is important to take the assessment's outcomes into consideration when allocating sites. Refers to the Housing and Planning Act 2016 and its provision for local authorities to prepare and maintain registers of brownfield land and notes the site was not included in the 2016 pilot register. Refers to the NPPF's definition of brownfield land and explains that Shipton Quarry is unique in the fact that it formerly included a cement works which was demolished in 2015. The approved restoration plan allows for development on the site of the former cement works. It is therefore considered that at least this part of the overall site is included in Part 1 of the register, if not the entire site. It is further noted that various evidence base documents refer to the site as brownfield. Makes a deliverability case noting the site could easily be restored to a state that could accommodate a mixed use development within 8 to 12 years. The aggregate recycling use onsite has permission until 2025. However Earthline Ltd could accommodate this use at one of its other locations in the area if necessary to bring forward the date the site could be realistically developed. A revised restoration scheme is provided in Appendix 5. The majority of the site is to be restored to a state that will accommodate development/the permitted uses in any case. It would appear from the SA that this has not been taken into consideration.</p> <p>Changes Sought</p> <p>Shipton Quarry offers an opportunity to provide a housing site which meets all the search requirements set out in the consultation phase of the local plan and therefore merits further consideration as an allocation in the Local Plan Partial Review.</p> <p>Reasons for Participation</p> <p>As outlined, a number of inaccuracies relating to the site exist in the evidence base, that need to be addressed. Following a review of the evidence base and the scoring of the sites in the Sustainability Appraisal, it is considered that further assessment work is likely to result in the site receiving a more favourable outcome to the extent that it should be considered a potential strategic development site. Should Cherwell District Council disagree and continue to use the inaccurate evidence base to exclude the site then it considered necessary to participate in the Examination.</p> | | | | | | | | | | | |

PR54 Housing and Economic Land Availability Assessment - August 2017

PR-C-1429 10/10/2017 Emily Daly Lower Heyford Parish Council

4557

Comments

Objection raised to the HELAA set out in Appendix 4 that is part of the evidence base for CLP 2011-2031 (Pt 1) PR. Refers to sites 216, 221 & 217. These are green field sites & in the case of 216 & 221, wholly outside the allocated strategic area of Heyford Park as set down in Local Plan Part 1. Despite being contrary to adopted policy, all are considered "developable for housing / employment - suitable, available & achievable" in the summary of assessments. Site 217 refers to 180 houses. Any further expansion to Heyford Park would be unsustainable in terms of its rural location & rural road network. Lower Heyford should be listed as a Category B rather than Category A village in para 1.5 of the Draft HELAA study.

Changes Sought

Reasons for Participation

PR-C-1465 10/10/2017 Michael Stewart N

4629

Comments

Fritwell Parish Council wrote to CDC asking how to respond to HELAA report over three weeks ago. The reply was received less than 24 hours ahead of today's deadline which could mean that some who wish to comment will not be able to do so. Regarding sites deemed suitable for development: HELAA 131, part of 132, 133, it is my view that the same reasons stated for exclusion of other near-by areas can apply directly to these sites too, specifically: From HELAA 132 (part deemed not suitable): be harmful to the character of the area From HELAA 135: The site is considered to be unsuitable for development as it would encroach into the open countryside From HELAA 134: Development on the site would inevitably have a significant impact on the rural setting of the Fritwell Conservation Area feel HELAA 132 (part of) being designated as 'available' is not correct. The parcel of land has been discussed previously and opinions canvassed. In light of those responses, the landowner wrote to Fritwell St. Olave's PCC stating 'we have no intention of submitting a planning application based on the feedback provided' . I would also point out that although 'surrounding' density could be measured at 30 dph, the 'adjacent' building density is nowhere near that."

Changes Sought

Reasons for Participation

Unlike urban areas with Green Belt safeguards through legislation, surrounding rural communities have no such protection against expansion despite the countryside around us being hugely important. I would therefore urge the report to be more protective of rural settlement areas with a wording change where 'Should additional greenfield land be required at Fritwell to meet Cherwell's housing needs,' should be followed by 'and only when all existing infill and brownfield opportunities have been utilised,' at each occurrence. The numbers of dwellings listed far exceeds the villages current obligation, in total by nearly 4:1. To add more local context to the report, may I suggest a wording change to HELAA 132 and HELAA 133 to point this out: After 'This reflects the density of the surrounding developments' add 'but would exceed to current proposed building obligation for the village'

PR-C-1489 10/10/2017 Nick Alston GVA on behalf of Oxford Aviation Services Ltd Y Y N Y

5257

Comments

Land in the western part of the site (the 'Western Development Zone') - see provided plans, is surplus to the airport's requirements. It has been earmarked by LOA for housing, employment, & a park & ride facility (the latter being a key piece of infrastructure referred to throughout the draft Local Plan, but for which land is not allocated). The adopted LPP1 does not provide a policy basis to support development in this part of the site. It is relevant to addressing Oxford's unmet housing needs therefore is a relevant matter for consideration as part of the partial review of LPP1. The airport has further areas of surplus land to the north west & north east of the site, however developing these areas is of a lower priority for the airport at present. Other Evidence: The same concern applies to other evidence base documents, including the draft Housing & Economic Land Availability Assessment (August 2017). Again this assumes that it is the entire LOA site being promoted for non-airport development (as opposed to just surplus land parcels). Accordingly the site is assessed to be not suitable or achievable for housing (due to the assumed loss of the airport) & not considered further. Assessing the site as a whole is too blunt an assessment & produces inaccurate results. The Western Development Zone is, in our opinion, suitable & achievable (see Enclosure 2 in full representation).

Changes Sought

Reasons for Participation

In order to make the plan sound, firstly we recommend that the SA is revisited & revised in respect to the LOA site. To assist, we have provided our own sustainability appraisal of the LOA site (using the Council's SA framework) at Enclosure 3. This clearly indicates that development being promoted at LOA would comprise a particularly sustainable option for the Council which would offer the opportunity to realise unique economic benefits alongside satisfying Oxford's unmet housing needs. Secondly, and on the assumption that the Council's updated SA reaches similar conclusions to those at Enclosure 3, we recommend amending the plan to establish a policy position that supports the development of part/all of the Western Development Zone of the LOA site for housing, employment and a transport interchange (park and ride) facility. Refer to Enclosure 2 for further details. Specifically this would include: * Amending Policy PR3 to remove part/all of the Western Development Zone from the Green Belt, * Amending Policy PR4a to include specific reference to a transport interchange (park and ride facility) in the Western Development Zone of LOA, * Insert a new policy (PR10a) to allocate part/all of the Western Development Zone for housing, employment, & transport interchange uses.

LOA is a significant economic asset which has a functional relationship with Oxford and ingenerating/meeting its unmet housing needs. Our concerns go to the heart of the soundness of the plan, therefore we request to participate.

PR54 Housing and Economic Land Availability Assessment - August 2017

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|-----------|------------|------|--------|-----------------------------------------------|---|---|---|---|
| PR-C-1489 | 10/10/2017 | Nick | Alston | GVA on behalf of Oxford Aviation Services Ltd | Y | Y | N | Y |
|-----------|------------|------|--------|-----------------------------------------------|---|---|---|---|

5256

Comments

Enclosed with the representation is: Updated Planning/Development Proposition, Comments on Sustainability Appraisal, Economic Report, Representations, March 2016, Representations, July 2016, Representations, January 2017 (Enclosures 1-7). Believe the Sustainability Appraisal (SA) is flawed & doesn't provide a robust evidence base to underpin the policies set out in the draft plan. Consequently we are concerned that the draft Plan is not properly justified nor capable of being effective, bringing into question its soundness. Concerned specifically to how the London Oxford Airport (LOA) site has been considered in the SA. The SA appears to assume that any development at the LOA site will encompass the site as a whole & involve the closure of the airport. This is not the case. In order to accurately appraise the sustainability potential of the site it should be subdivided into separate parcels in line with LOA's planning/development proposition (see previous representations). The SA currently produces unrealistically negative results for the site which consequently led to the decision not to select the site for allocation in the draft plan. Our view is that the site offers one of the most sustainable site options to meet Oxford's unmet housing needs, on the following grounds: * It is suitable & achievable (deliverable). * It is of low value in Green Belt & landscape terms (based on the Council's evidence), * It will arguably become the most accessible site option in the preferred area of search (A/B) on account of the proposed transport interchange facility (3 Rapid Transit lines plus regular buses - akin to a rail or tram station), alongside a national cycle route, plus road connections on the A44, * It will realise significant & unique economic benefits that otherwise would not be achieved. Not allocating the site for development will be a significant lost opportunity for the Council. We have raised this matter in our previous representations but this has not been addressed satisfactorily. London Oxford Airport – Planning /Development Proposition: We are concerned that CDC & its sustainability consultants may have misunderstood the planning/development opportunity at the LOA site. Therefore we have enclosed an updated explanation (Enclosure 2) which should be read in conjunction with Enclosure 4 which sets out the economic case for mixed use development here. The owners aim is to keep the airport open, with no intention to close it. However its future viability is dependent on generating additional value from the airport estate. The owners aim to achieve this via developing surplus land (& intensification of existing land) for aviation & complementary uses including a park & ride transport interchange. The south eastern part of the site (the 'Eastern Development Zone') - see provided plans, is earmarked for a mixed use aviation/employment cluster comprising employment uses (B1, B2, B8) & aviation related development, with supporting uses such as a hotel &/or residential accommodation for pilot training school students. Strategic policy support for this is already established in Local Plan Part 1 (LPP1), with detailed policies to be set out in the emerging Local Plan Part 2 (LPP2). This does not therefore need to be considered further in the partial review of LPP1.

Changes Sought

In order to make the plan sound, firstly we recommend that the SA is revisited & revised in respect to the LOA site. To assist, we have provided our own sustainability appraisal of the LOA site (using the Council's SA framework) at Enclosure 3. This clearly indicates that development being promoted at LOA would comprise a particularly sustainable option for the Council which would offer the opportunity to realise unique economic benefits alongside satisfying Oxford's unmet housing needs. Secondly, and on the assumption that the Council's updated SA reaches similar conclusions to those at Enclosure 3, we recommend amending the plan to establish a policy position that supports the development of part/all of the Western Development Zone of the LOA site for housing, employment and a transport interchange (park and ride) facility. Refer to Enclosure 2 for further details. Specifically this would include: * Amending Policy PR3 to remove part/all of the Western Development Zone from the Green Belt,* Amending Policy PR4a to include specific reference to a transport interchange (park and ride facility) in the Western Development Zone of LOA, * Insert a new policy (PR10a) to allocate part/all of the Western Development Zone for housing, employment, & transport interchange uses.

Reasons for Participation

LOA is a significant economic asset which has a functional relationship with Oxford and ingenerating/meeting its unmet housing needs. Our concerns go to the heart of the soundness of the plan, therefore we request to participate.

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| PR-C-1639 | 11/10/2017 | Robin | England | | | | N | N |
|-----------|------------|-------|---------|--|--|--|---|---|

4998

Comments

I am a resident of Fritwell (and have been since 1997) and my comments are concerning the document "2017 Draft HELAA Appendix 4 – Summary of Assessments" and the village of Fritwell. I disagree with the assessment that the Fritwell sites listed in this section of the document are suitable or achievable for residential development. The site HELAA 133 in particular was recently (October 2016) subject to a 34-house residential development planning application (reference 16/01594/F) which was firmly rejected by Cherwell District Council's Planning Officer on no less than 9 separate grounds and the developer withdrew the application before the Planning Committee was due to meet. The site was formerly known as SHLAA FR017. I strongly believe that development of this greenfield site which is outside the settlement boundary should not be supported. At the very least I would suggest that the report is especially protective of rural villages and should permit development of greenfield sites only when all existing infill and brownfield development options have been explored. I suggest that Fritwell should be re-assessed on the criteria needed for a Category A village. The village was last categorised many years ago and I believe that Fritwell should not be a Category A village as the village would not meet those criteria today and has not done for some time. Fritwell is a small village and has limited amenities – a village shop (limited opening hours), a primary school and village hall. There are no employment opportunities and no health facilities, has no public house and no longer has a bus service. New residential development will therefore be dependent on the use of private vehicles and I am concerned that the roads in and out of the village cannot support further traffic from medium to large scale development. We also already have problems with our services such as limited BT (phone, broadband) provision and a routine problem with sewerage. I believe that any developer of sites of more than 10 houses in Fritwell should be made subject to a Grampian Condition to ensure that they are committed to maintain or improve the village services. Development of the other sites that are outside of the existing settlement boundary in my opinion will have a significantly detrimental effect on the visual impact and character of the area and will encroach into the open countryside. The Government has recently published the results of a consultation into the formula for calculating local authority housing needs and this appears to indicate that a reduction of some 30% in housing numbers applies to the Cherwell District.

Changes Sought

Reasons for Participation

PR71 Draft Cherwell Water Cycle Study

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| PR-C-0778 | 10/10/2017 | Sarah | Knox-Brown | Begbroke & Yarnton Green Belt Campaign | | | | |
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5684

Comments

It is not clear that the study was completed in time to inform consideration of options/formulation of the preferred strategy. It clearly identifies certain Wastewater Treatment Works as more constrained than others, yet the SA report ignores this evidence.

Changes Sought

Reasons for Participation

PR71 Draft Cherwell Water Cycle Study

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| PR-C-1402 | 10/10/2017 | Michelle | Kidd | The Environment Agency | | | N | Y |
|-----------|------------|----------|------|------------------------|--|--|---|---|

5309

Comments

Have referred to two parts of the Water Cycle Study evidence document but they are related. These are paragraph 5.2.2.2 and Appendix C. Paragraph 5.2.2.2. Suggested that for Bicester Sewage Treatment Works (STW): ""For phosphate, the results show that the current phosphate quality condition (1.0mg/l) would be sufficient to ensure the 10% deterioration limit is adhered to and therefore also ensures nodeterioration in phosphate status"". It is unclear how this is the case as the results table in Appendix C suggests a deterioration of 12-15% would occur. According to the methodology in Appendix C.5 for 10% deterioration target it suggests that if the future growth scenario exceeds the 10% target at the mixing point concentration a permit needs to be set to limit the deterioration to 10%. In this case there appears to be a deterioration of 12%-15%. However it is suggested that the current permit is ok. Appendix C - In the results table in Appendix C, for Banbury STW, it is suggested that the current discharge ammonia concentration is not already causing a status deterioration at the mixing point. However looking at the concentrations provided it appears there is already a deterioration. If this evidence is unclear and we are not certain that there won't be a detrimental impact on waterquality of the receiving watercourses as a result of the planning growth in housing number then the local plan is not consistent with national planning policy paragraph 109 and is not justified in soundness terms and paragraph 182 of the NPPF. We have highlighted this issue to you previously in our letter dated 23 June 2017.

Changes Sought

We suggest a revised permit should have been assessed to ensure there is no more than a 10% deterioration. There needs to be clarification on the above points and assurances that there will be nodeterioration in the water quality for the receiving watercourses as a result of the extra growth in housing numbers.

Reasons for Participation

To ensure that the flood risk evidence is adequately addressed during the examination.

Addendum to Statement of Consultation – 26 February 2018

(as orally presented to Council by the Lead Member for Planning)

Additional representation not included within published consultation summary:

PR-C-1650 - Mrs Joy D Weedon

Summary of Representation:

- Concerned about traffic, parking, pollution and noise especially during rush hour and school traffic
- Concerned about proposed bus lane and removal of grass verge and trees
- Concerned about lack of space to improve shops

These issues have been taken into account and are contained within the consultation statement.