

South Oxfordshire Local Plan 2034

Page 3: Part A - contact details

Q1. Are you responding as an:

Individual

Page 4: Individual contact details

Q2. Due to the plan-making process including an independent examination, a name and means of contact is required for your comments to be considered:

Title Mrs
Full name Joanne Lucy Arnold
Business / Organisation name (if relevant) -
Job title (if relevant) -
Address line 1
Address line 2
Address line 3
Postal town
Postcode
Telephone number
Email address

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Q5. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Local Plan Foreward

Q6. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q7. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

The uncertainty regarding deliverability referred to was in relation to the strategic allocation proposed at Chalgrove Airfield. This site remains unavailable and cannot be delivered without legal proceedings to obtain a compulsory purchase order. The uncertainty as to the sites deliverability remains. Nothing has changed yet Chalgrove Airfield remains in the Local Plan as a strategic site.

Further, reference is made to delivering communities and economic growth in 'as sensitive, sustainable and fair a way as possible'. There is nothing 'fair' or 'sustainable' about building 3000 homes next to the rural village of Chalgrove (served by one B road with no other transport links other than one bus service) and turning the existing settlement into a town.

South Oxfordshire District Council (SODC) claim to be 'at the forefront of Neighbourhood Planning', 'placing greater responsibility with communities'. The proposed development at Chalgrove Airfield completely ignores and disregards the Neighbourhood Development Plan adopted by Chalgrove village, and ratified by SODC, in December 2018.

Q8. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q10. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q11. Would you like to comment on another policy or paragraph?

Yes

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Q12. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: NeighbourDevelopment Plans:

Q13. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q14. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Chalgrove Village has a Neighbourhood Development Plan, which was adopted, and ratified by SODC, in December 2018. I fully support NDP's and what they set out to achieve. Residents should absolutely be involved with the development of their local area. They are best placed to know what is needed and what can be achieved in a sustainable and manageable way. Our NDP in Chalgrove was a long and drawn out process, undertaken by volunteers, and took over 4 years to complete. The inclusion of Chalgrove Airfield in the Local Plan completely undermines our NDP and makes the whole process pointless. Our NDP provides for 320 new homes, which already have planning permission secured. This equates to growth of nearly 30% which is double what is proposed under the Local Plan for larger villages (at Paragraph 5.18 and 5.25). The Local Plan ignores the 320 homes we are due to have built – they have not been included in any of the figures produced in relation to housing need (see Policy H4: Housing in the Larger Villages).

Q15. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan, and our NDP allocation of 320 homes needs to be added to Policy H4: Housing in the Larger Villages.

Q17. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q18. Would you like to comment on another policy or paragraph?

Yes

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Q19. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Vision and Objectives: Paragraph 3.1

Q20. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q21. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

SODC recognise that our district is a beautiful and prosperous place with many strengths, not least our picturesque villages. Development is supposedly being planned that will protect and enhance all that is special about our district, except for Chalgrove. Our historic village will be swamped by the new development and with 3000 extra homes, plus our NDP allocation of 320 homes, we will have quadrupled in size and grown by 400%. Such growth is utter madness when you consider we are served by one B road (the B480) and have no other sustainable transport links, save for one bus (the T1 service between Watlington and Oxford). Many of our surrounding roads are single, unclassified roads and many are subject to weight limits.

Q22. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q24. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q25. Would you like to comment on another policy or paragraph?

Yes

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Q26. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Vision and Objectives: Para 3.8

Q27. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q28. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

It is stated that communities will thrive, and will have their say on how their local area is shaped. Yet, despite Chalgrove village having adopted a NDP, it is being ignored and is in direct conflict with the Local Plan and Chalgrove Airfield being a strategic site for development.

Q29. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q31. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q32. Would you like to comment on another policy or paragraph?

Yes

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Q33. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Policy STRAT1: The Overall Strategy

Q34. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q35. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Much of the overall strategy is to be applauded. It is essential that Districts have a strategy when looking at development. Planning needs to be addressed as a whole and not just on a case by case basis. I do not however agree that Chalgrove Airfield should be included as a strategic allocation in the Local Plan. As a site it is wholly unsuitable and is not currently available. The deliverability concerns in relation to Chalgrove Airfield remain and will need costly and lengthy legal proceedings if they are to be resolved.

Further, Chalgrove is also referred to as a larger village which will be supported and enhanced as a local service centre. This is contradictory. Chalgrove village will not be supported or enhanced by building 3000 homes on the airfield. Our village would fundamentally change beyond all recognition and the village life we have enjoyed would be eradicated.

Q36. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q38. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q39. Would you like to comment on another policy or paragraph?

Yes

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Q40. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies [here](#). If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Paragraph 4.16

Q41. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q42. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Paragraph 4.16 sets out an annual housing need for South Oxfordshire of 556 homes a year using the 'standard method' calculation as set out in the NPPF (para 60). Over the 23 years of the plan this method of calculation would provide 12,788 homes.

Q43. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q45. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q46. Would you like to comment on another policy or paragraph?

Yes

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Q47. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Paragraph 4.24

Q48. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q49. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

In paragraph 4.24 SODC are choosing to adopt the calculations contained within the SHMA dated April 2014 (which is based on 2011 'interim' household projections and is now nearly 5 years out of date) and is adding to them the commitments in the Growth Deal. This amounts to 775 homes a year, making a housing need of 17,825 over the plan period from 2011 to 2034 (some 5,037 extra homes compared to the standard method calculation).

556 homes pa x 23 years = 12,788 homes (standard method)
 775 homes pa x 23 years = 17,825 homes (SHMA + Growth Deal)
 This equates to an over provision of 5,037 homes.

Q50. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q52. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q53. Would you like to comment on another policy or paragraph?

Yes

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Q54. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Paragraph 4.27

Q55. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q56. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

On top of our own housing need the council are meeting part of the unmet housing need for Oxford City, namely 4,950 homes. When this is added to the housing need set by the council of 17,825 homes you get a total housing requirement under the Local Plan of 22,775 homes.

Q57. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q59. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q60. Would you like to comment on another policy or paragraph?

Yes

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Q61. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Paragraph 4.32

Q62. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q63. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

We are told that we need to plan for 7,049 new homes over the plan period, but the council are providing for 12,739 new homes (paragraph 5.11 Table 5c). This is an over provision of 5,690 new homes.

Q64. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q66. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q67. Would you like to comment on another policy or paragraph?

Yes

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Q68. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph:

Policy STRAT2: South Oxfordshire Housing and Employment Requirements

Q69. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q70. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Policy STRAT2 provides for 22,775 homes (calculated using the SHMA of April 2014 + the Growth Deal) but at paragraph 5.11, table 5c, the Local Plan actually provides for 28,465 homes, some 5,690 extra homes. Add to this the extra homes provided of 5,037 using the SHMA calculation and the Growth Deal commitment (see below); as opposed to the standard method under the NPPF, and you get a total over provision in the Local Plan of 10,727 homes.

NPPF standard method calculation
 556 homes pa x 23 years = 12,788 homes
 Plus Oxford City unmet need of 4,950 = 17,738 homes needed.

SHMA + Growth Deal calculation
 775 homes pa x 23 years = 17,825
 Plus Oxford City unmet need of 4,950 = 22,775 homes needed.

The difference between the two calculation methods is 5,037 homes.

But the plan doesn't provide for just 22,775 homes, it provides for 28,465 – a further overprovision of 5,690 homes. Add this to the difference between the two housing need calculation methods of 5,037 and you get a total over provision of 10,727 homes. This is more than all 7 strategic allocation sites put together (some 10,375 homes)!

The housing need for our District needs to be urgently re-evaluated and the numbers adjusted. The housing need is based on outdated evidence and massively overprovides for new homes. The numbers simply are not needed and are not justified.

Q71. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q73. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q74. Would you like to comment on another policy or paragraph?

Yes

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Q75. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Policy STRAT 4: Strategic Development

Q76. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q77. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

It would be very difficult for any developer to comply with Policy STRAT4 when developing Chalgrove Airfield. The airfield is not deemed by the vast majority of local residents in Chalgrove to be a suitable location for 3000 homes. It will be near impossible to create a sustainable development and it certainly would not support or complement the role of Chalgrove village and its community. The village would be absolutely swamped by the development and it would change our rural and picturesque setting beyond all recognition. A development of 3000 homes would not be of an appropriate scale to Chalgrove village and would not respect the surrounding character or setting of the village. It would turn us into a town, of similar size to Henley-on-Thames or Thame. Cycle and pedestrian access would be extremely limited given the surrounding road structure and could only be provided within the development itself. Appropriate landscaping would also be extremely limited given the proposal to retain an active runway on the airfield.

Q78. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q80. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q81. Would you like to comment on another policy or paragraph?

Yes

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Q82. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Policy STRAT 6: Green Belt

Q83. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q84. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Building on our green belt is an extremely controversial issue, and should only ever be considered in very limited circumstances. Given the enormous over provision of housing in the Local Plan, of some 10,727 homes, I cannot see that any of the strategic sites currently within our green belt are justified. That said, I recognise that Berinsfield is part of a regeneration project and Wheatley is included in their Neighbourhood Development Plan, and both are supported by their respective local communities.

Q85. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q87. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q88. Would you like to comment on another policy or paragraph?

Yes

Q89. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Land at Chalgrove Airfield: paragraph 4.61

Q90. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q91. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Chalgrove Airfield is actually over 13 miles from the centre of Oxford, and 6.5 miles from junction 7 of the M40.

Q94. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q95. Would you like to comment on another policy or paragraph?

Yes

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Q96. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Land at Chalgrove Airfield: paragraph 4.62

Q97. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q98. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

The airfield provides an extremely valuable service to both Martin Baker Ltd and to the wider area. Strategically it is a very important airfield. Its purpose and usage is not to be underestimated. The 1800m runway is used in a number of different ways. The airfield provides a relief landing ground on a daily basis (both at day and night) to UK MOD heavy lift helicopters. RAF Benson use the airfield as a relief landing ground and it is pivotal to their training needs.

The airfield is used by Martin Baker Ltd for airborne ejection seat testing from military fast jet aircraft. This relies on a significant safety trace specific to Chalgrove and military radar support provided by RAF Benson. The construction of any housing within the airfield would entirely prohibit this activity. It is not an overstatement to say that Martin Baker Ltd can only undertake this activity at Chalgrove. Their ability to execute airborne ejection tests is unique in the world and a critical factor in securing foreign sales. Martin Baker seats are installed in nearly 200 military aircraft types across the globe.

The runway also provides capability for large military transport aircraft to transport explosives for use by other Western Air Forces. This has been pivotal to ensuring continuous military capability to allied forces in peacetime operations. Such a capability would be vital in any time of increased tension.

The runway, close to London, forms an essential part of the UK's aviation capability port-folio. It is also able to facilitate many flights in support of NHS transplant operations. Chalgrove has facilitated 80 flights each year over the last decade in support of life saving NHS transplants, and many of these would not have been possible without the capability that the airfield provides.

Too many airfields have been lost and this is a cause of real concern, especially as Brexit approaches. Airfields cannot simply be dismantled and re-assembled elsewhere. They are not easily replaced and should be protected.

Whilst the plan safeguards land for Martin Baker's continued operations at the airfield they have stated unequivocally that they cannot share the site with any housing. This is not for financial reasons, but for purely operational ones. Martin Baker requires the whole site to continue their operations and to facilitate any future growth of the company. Sharing the site with housing would severely restrict the operations of the company and would limit future growth.

Q99. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q101. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q102. Would you like to comment on another policy or paragraph?

Yes

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Q103. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Land at Chalgrove Airfield: paragraph 4.63

Q104. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q105. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

As a village we are fully aware, and supportive, of RAF Benson's use of the airfield. It plays a vital role in their pilots training and is essential to the continued operations at RAF Benson. Without it their operations would be severely impacted.

Q106. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q108. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q109. Would you like to comment on another policy or paragraph?

Yes

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Q110. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Land at Chalgrove Airfield: paragraph 4.64

Q111. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q112. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Negotiations between Homes England and Martin Baker Ltd have ended, and did so back in December 2017. Negotiations are finished without agreement. Martin Baker Ltd have confirmed in writing to the council (22nd March 2018) that their operational requirements are not going to change and there is no prospect of an agreement being reached. They further stated that they will strongly and rigorously oppose any attempt to compulsory purchase any part of their lease (which is a protected lease and runs until March 2063).

Q113. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q115. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q116. Would you like to comment on another policy or paragraph?

Yes

Q117. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Land at Chalgrove Airfield: paragraph 4.65

Q118. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q119. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Chalgrove Airfield remains unavailable and undeliverable. No completions are provided for in the plan until 2026/2027 at the earliest. This takes the site outside of the definition of available and deliverable given that no houses are expected to be built for over 5 years. The NPPF definition of deliverability states that sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within 5 years.

Lengthy and costly legal proceedings are going to be required if any development is ever to take place. The CPO referred to by the council has yet to be costed and the amount to be spent on legal fees and market value compensation if successful is unknown. In any event, there are a number of factors that would indicate that the success of a CPO would be unlikely. In order to be approved it would need to show necessity and satisfy public interest. Any necessity argument fails given that the plan over provides by 10,727 homes (see below *), and to force the closure of a globally and strategically important company for the sake of 3000 homes would be entirely against our national interests. Further, the over provision in the plan is more than all 7 strategic allocation sites put together (some 10,375 homes) and even if Chalgrove were to be removed from the plan there would still be an over provision during the plan period of some 8,702 homes, thereby removing any argument of necessity.

* Policy STRAT2 provides for 22,775 homes (calculated using the SHMA of April 2014 + the Growth Deal) but at paragraph 5.11, table 5c, the Local Plan actually provides for 28,465 homes, some 5,690 extra homes. Add to this the extra homes provided of 5,037 using the SHMA calculation and the Growth Deal commitment (see below); as opposed to the standard method under the NPPF, and you get a total over provision in the Local Plan of 10,727 homes.

NPPF standard method calculation
 556 homes pa x 23 years = 12,788 homes
 Plus Oxford City unmet need of 4,950 = 17,738 homes needed.

SHMA + Growth Deal calculation
 775 homes pa x 23 years = 17,825
 Plus Oxford City unmet need of 4,950 = 22,775 homes needed.

The difference between the two calculation methods is 5,037 homes.

But the plan doesn't provide for just 22,775 homes, it provides for 28,465 – a further overprovision of 5,690 homes. Add this to the difference between the two housing need calculation methods of 5,037 and you get a total over provision of 10,727 homes.

Q120. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q122. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q123. Would you like to comment on another policy or paragraph?

Yes

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Q124. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Land at Chalgrove Airfield: paragraph 4.66

Q125. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q126. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

The airfield is not flat. It has a central spine which slopes off to the south and the north of the site. Surface water runoff from the site can be significant and has contributed to flooding in Chalgrove on many occasions. It is also not correct to say the site is free from constraints. As a previous WWII airbase it has the potential to be heavily contaminated, and is also a known source of rich mineral deposits.

Q129. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q130. Would you like to comment on another policy or paragraph?

Yes

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Q131. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Land at Chalgrove Airfield: paragraph 4.67

Q132. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q133. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Air quality and pollution is a real concern with this site. It will predominantly be a car based settlement and car emissions will increase accordingly. With the re-alignment of the B480 it is proposed that all traffic is diverted through the new town, at 20 mph. This is the only road in or out of the development and so at peak times the air quality will be hugely compromised.

Q134. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q136. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q137. Would you like to comment on another policy or paragraph?

Yes

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Q138. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Land at Chalgrove Airfield: paragraph 4.68

Q139. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q140. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Water run-off from the airfield is absolutely a local issue. It has contributed to flooding in Chalgrove village on many occasions. The flood mitigation proposed is wholly inadequate and seems to be the main justification for moving the B480 through the new town. Water run-off is due to be collected in swales and then gradually released into existing waterways that flow downstream from the airfield to Stadhampton. The flood mitigation that will be required has yet to be costed.

Q141. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q143. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q144. Would you like to comment on another policy or paragraph?

Yes

Q145. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Policy STRAT7: Land at Chalgrove Airfield

Q146. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q147. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

I do not support the development proposed at Chalgrove Airfield. The site is wholly unsuitable, remains unavailable, and is financially unviable. It does not support the objectives set out within the Local Plan and should be removed as a strategic site.

STRAT7 does not support Objective 1.2 of the plan. Development at the airfield will not support the rural community in Chalgrove or their way of life. It will have an adverse impact on the village setting and the character of the village. Our village way of life would fundamentally change, which according to the plan should be protected.

STRAT7 does not support Objective 1.3; Policy INF4 (Water Resources); Policy INF1 (Infrastructure Provision); or Policy TRANS2 (Promoting Sustainable Transport and Accessibility) of the plan. The proposed development would not be sustainable. Transport infrastructure will be very limited and it will be a car based settlement. There is only one B road serving the area and no scope to provide new roads. Improvements to existing roads will be extremely limited and have not been provided for. Commuter distances will not be reduced and car emissions will increase. There are no rail links or any opportunity to provide any. Cycling opportunities will be very limited and restricted to the development area itself. Local resources will be overstretched, for example water, and unable to cope with the number of houses proposed. Previous assessments undertaken with regard to drainage confirmed that the village had capacity for 140 extra homes. We are already getting 320 homes following our NDP and planning permission being granted. The current water infrastructure and water resources cannot cope or sustain another 3000 homes. Water pressure in the area is known to have dropped considerably due to the already increase in demand.

STRAT7 does not support Objective 3.1 of the plan. The development provides very limited employment opportunities and most residents will need to commute to other employment centres.

STRAT7 does not support Objective 3.2 of the plan. Commuting distances will not be reduced. The existing business park provides some local employment but most residents commute out of the village to work. Being a very rural village we will not attract large scale businesses to the area. The local road network isn't suitable for large vehicles and access is a real problem. Many roads are single track and unclassified, and very often have weight limits on them. This won't change in Chalgrove, despite bypasses being proposed for other areas.

STRAT7 does not support Objective 3.3 of the plan. Housing growth at Chalgrove Airfield is not balanced. It will mean growth for Chalgrove of 400%. The village would quadruple in size and become a town. Sustainable travel journeys to work will not be possible. The development will be largely car based. Traffic is a real concern already in the area with many local roads becoming grid locked at peak times. The bus services proposed are not financially viable and will not be sustained once any development is complete. Bus subsidies have been withdrawn on our existing service and it operates at an absolute minimum. The development would cause further traffic chaos and would not support sustainable journeys to work.

STRAT7 does not support Objective 3.5 of the plan. Chalgrove is too rural to attract world-renowned and cutting edge industries. The local roads cannot support large vehicles or increased volumes of traffic. Many local roads have weight limits on them and are single track and unclassified.

STRAT7 does not support Objective 4.1 of the plan. There is very limited infrastructure, if any, proposed to support the existing residents of Chalgrove. The one B road (B480) is to be re-aligned through the new town on the airfield, thereby taking away Chalgrove's bypass. Yet at the same time provision has been made at considerable cost for bypasses at Stadhampton, Chistlehampton, Benson, Watlington, and Cuxham; all deemed necessary in order to make the development at Chalgrove Airfield work. The only road improvement proposal, with costs of £9m, that has been suggested for Chalgrove is to upgrade the junction of Hollandtide Lane onto the B4009. This has however not been provided for in the local plan (Policy TRANS3). No upgrades are proposed for Mill Lane or Berrick Road. Both these roads are unclassified and in places are single track country lanes, with small unenforced bridges over the Chalgrove brook.

STRAT7 does not support Objective 4.2 or Policy TRANS2 (Promoting Sustainable Transport and Accessibility) of the plan. There is no doubt that any development at Chalgrove Airfield will be a car based settlement. Indeed the plan recognises this. Walking and cycling will be very limited and restricted to the development area itself. The local roads are not capable of being upgraded to include cycling lanes or pavements. The bus services proposed are not financially viable and will not be sustained once any development is complete. Bus subsidies have been withdrawn on our existing service and it operates at an absolute minimum. There are no rail links and no option to provide any. Long term sustainable travel options will not be possible for the airfield development.

STRAT7 does not support Objective 5.1 of the plan. As explained above, Chalgrove Airfield is not a sustainable location and as such will be contrary to this objective and the South Oxfordshire Design Guide.

STRAT7 does not support Objective 5.2 of the plan. The proposed development at the airfield does not respect the scale and character of Chalgrove village. Neither will it enhance the special character of the historic settlement of Chalgrove or the surrounding countryside. A development of 3000 houses (together with a further 320 homes already granted planning permission in Chalgrove) will mean growth of 400%. This will have a catastrophic impact on Chalgrove and will fundamentally change the whole area.

STRAT7 does not support Objective 6.1 of the plan. Development at Chalgrove Airfield completely ignores and contradicts the Neighbourhood Development Plan that Chalgrove has in place. It was adopted, and ratified by SODC, in December 2018. It took 4 years to finalise and provides for 320 homes in Chalgrove (all of which already have planning permission secured). This is growth for Chalgrove of nearly 30% and in itself is in excess of the 15% growth required by the plan for larger villages (Paragraphs 5.18 and 5.25).

STRAT 7 does not support Objective 7.1; Policy ENV1 (Landscape and Countryside); or Policy ENV5 (Green Infrastructure in New Developments) of the plan. The development at Chalgrove Airfield will be built on open grassed areas of the airfield and will severely impact on the surrounding countryside. The development will not protect and enhance our natural environment. The airfield contains large areas of high quality grazing land. Chalgrove and the surrounding area can be seen from the Chilterns and recognised Areas of Outstanding Natural Beauty. The opportunity to screen the development with green infrastructure will be extremely limited given the housing will be in very close proximity to an active runway.

STRAT 7 does not support Objective 7.2; Policy ENV6 (Historic Environment); or Policy ENV10 (Historic Battlefields) of the plan. The proposed development would be adjacent to a registered historic battlefield. Development on this scale would be detrimental to the setting of this area.

STRAT7 does not support Objective 8.2; Policy ENV11 (Pollution); Policy ENV12 (Pollution); Policy EP1 (Air Quality); or Policy EP4 (Flood Risk) of the plan. Being a car based settlement the development will not minimise carbon emissions. There are no long term suitable options for sustainable transport other than a possible bus service. There is a real risk that the area will become prone to poor air quality, and there is no doubt that the increased traffic in the area from the development will impact on already established areas of poor air quality (namely Watlington, Stadhampton, and Little Milton). Noise pollution has the potential to be a real problem too for the residents of the development being so close to an active runway. Light pollution in the area will increase too. Any development of this size will by its very nature cause light pollution. Water pollution is a concern, especially during any construction stage. All run off from the area will end up in the Chalgrove Brook. Being a chalk based waterway, this is of significant importance and needs to be protected. Many species flourish in the brook, not least brown trout and otters. Flooding remains a concern for Chalgrove village. The mitigation proposed for the development is not sufficient and relies on swales collecting the water run-off. This is then to be

released slowly into the brook and will head downstream to Stadhampton. The flood mitigation works needed have yet to be costed but will no doubt add millions to the already astronomical costs of developing the airfield.

STRAT 7 2. i) The proposed re-aligned runway is not sufficient for Martin Baker's needs. It is not long enough, and would seriously hinder (if not curtail) their operations. Martin Baker's current main runway is 1800m long and the proposed development prevents a runway of this length being provided.

The suggested cost of moving the runway is £27m (this cost has not been included in the Infrastructure Delivery Plan dated 4th January 2019). It is also worth noting here that Civil Aviation Authority standards can change. So whilst the runway may be designed in accordance with current standards, changes to these standards later on could render the runway noncompliant (especially if the proposed housing prevents any future changes needed being made).

STRAT 7 2. ix) Lots of schemes have been mooted as possibilities in the way of transport infrastructure that would be needed or provided should the airfield ever be developed. Initial promises involved a rapid bus transit system direct from Watlington to Oxford that would run every 15 minutes. This very quickly disappeared as an option when it was realised there was nowhere to actually put a dedicated bus lane all the way into Oxford. A report produced by AECOM and included in the report pack to the council cabinet meeting on 20th March 2018 set out infrastructure plans which totalled some £115m. Amongst other things, it included: Stadhampton bypass at £16.7m; Watlington edge road £13m; Benson edge road £9m; Hollandtide Lane improvements £9.3m; bus service improvements £18m; Little Milton improvements £12.6m; and Oxford Gateway improvements £21.2m. Since this date other schemes have been proposed, namely a bypass at Cuxham and at Chistlehampton, but no individual costings are known. The Infrastructure delivery plan sets out transport infrastructure at £100m. The county council have said this is not sufficient and they will need at least £200m. It is understood that Homes England have now agreed to provide £200m for transport infrastructure.

There are however further costs that will be involved that have not yet been quantified. Much of the land that will be needed for the various bypasses has not been safeguarded, and very likely will require compulsory purchase orders. This will involve further expense in the way of legal fees and market value compensation to the various land owners. There is also concern that one of the bypasses is located almost entirely in Flood Zone 3b, on the river Thame flood plain. The bypasses themselves will be relatively short in length and will join minor A or B roads, forcing yet more traffic through our villages. It is very likely that the bypasses proposed will open up a new corridor for traffic between the M40 and Oxford. Users of the route will be able to avoid the M40, A40 and A34. The reality is that the bypasses proposed to solve traffic problems will just create more road traffic in an unsustainable way.

STRAT 7 2. ix) a and b. The proposal to re-align the B480 through the new town removes Chalgrove's bypass. This would be catastrophic for the village as the High Street would become the preferred rat run. Faced with a slow journey through the centre of the new town at 20mph or a constraint free run through Chalgrove High Street at 30mph drivers will undoubtedly opt for the latter. Increased traffic and parked cars along the length of the High Street are already a concern for residents, and removing our bypass will only serve to make things much worse. A staggering amount of money is being proposed to provide other villages with bypasses, yet ours is being taken away. This defies all logic and should not be allowed to happen.

There are also serious health and safety concerns with having the new town served with just one B road. The realigned B480 will be the only road into the town and the only road out of it. This is contrary to Policy INF1 (Infrastructure Provision). There are no other settlements of this size anywhere that have just one road going in and the same road going out. In the event of a major incident of some kind this could seriously hamper any emergency assistance required, especially if the road became blocked. It also has the potential to cause traffic chaos and could be catastrophic in the event of any evacuation needed from the area.

STRAT 7 2. ix) c. The only improvement possible with regard to the public transport network is an increased bus service. Currently we have one bus service (the T1 service) that goes between Watlington and Oxford. All bus subsidies from the County Council have now been stopped and so this service operates at an absolute minimum. Both bus companies in Oxford are of the opinion that the route will never be financially viable, even if the development goes ahead. There simply isn't, and wouldn't be, the required usage to make it viable. Any increase in service would need to be heavily subsidised in order to make it possible. Evidence shows that only a small percentage of commuters to Oxford live in Chalgrove. We are simply too far out of the city centre. To travel in by car takes at least 40 minutes+ in rush hour, and to travel by bus takes over 1 hour. There are no plans to provide transport to the wider area, for example Thame, Wallingford, or Henley on Thames.

STRAT 7 2. ix) d. Any cycling or walking routes will be limited to the development site itself. There is no scope to provide cycle lanes or pavements on the surrounding roads to Chalgrove (contrary to Policy

TRANS2: Promoting Sustainable Transport and Accessibility). Many of the roads are unclassified and, in places, single track. Our country lanes, and minor roads, are not conducive to cycling or walking. There will only ever be very few brave cyclists who risk the journey from Chalgrove into Oxford city centre. You quite literally would be taking your own life into your hands and it would not be a pleasant journey in any way shape or form.

STRAT 7 2. x) The opportunity to integrate a network of green infrastructure will be very limited given the safety requirements of an active runway. The proposed housing will be incredibly close to the runway, with a buffer zone of only 150m. The buffer zone will need to be clear of constraints in case of any emergency or missed landings. Screening the runway from residents with trees or other green infrastructure will simply not be possible.

STRAT 7 2. xi) Further detailed work is required to determine the cost details of the flood mitigation that will be needed. Swales are being proposed both in the centre of the new town and on the outskirts of the site. No doubt the work required will add millions to the already astronomical costs of developing Chalgrove Airfield.

STRAT 7 2. xii) No information or schemes have been forthcoming from the council as regards mitigating against the continued use of the site as an airfield. Noise pollution will of course be a concern for any new residents. There is no mitigation however that could be put in place against the explosives testing facility operated at the airfield or against the sirens used prior to any testing. There is also no mitigation that can be put in place as regards low altitude ejection seat testing. The safety concerns of building housing adjacent to the airfield have been completely ignored.

STRAT7 3. i) Reference is made to the development being integrated and relating closely to the existing settlement of Chalgrove. This is contrary to Objective 5.2 of the plan. The proposed development at the airfield does not respect the scale or character of Chalgrove village. Neither will it enhance the special character of the historic settlement of Chalgrove or the surrounding countryside. A development of 3000 houses (together with a further 320 homes already granted planning permission in Chalgrove) will mean growth of 400%. This will have a catastrophic impact on Chalgrove and will fundamentally change the whole area.

STRAT7 3. ii) Martin Baker are very clear in their position that they cannot share the airfield site with any housing. To do so would severely impact on their operations and force them to close (with a loss of 80+ local jobs). They have provided documentation which shows the danger zones of the airfield overlapping the proposed areas for housing. Serious concerns remain as regards the explosives testing carried out on the site, which are not addressed in the plan.

STRAT7 3. iii) The development is served by one B road, as outlined above. It cannot be deemed safe to have a settlement of this size served by just one road in and the same road out. There are no other adjacent routes should this B road become blocked for any reason.

Q148. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q150. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q151. Would you like to comment on another policy or paragraph?

Yes

Q152. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Delivering New Homes: paragraph 5.10

Q153. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q154. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Chalgrove can now be added to the list of places that have an adopted Neighbourhood Development Plan. It was adopted, and ratified by SODC, in December 2018, and provides for 320 homes (all of which have planning permission granted). These 320 homes have not been incorporated into the housing numbers in the plan. Whilst the plan states at paragraph 5.27 that larger villages subject to strategic site allocations will not be required to provide growth of 15% (as set out in paragraphs 5.18 and 5.25), this does not benefit Chalgrove as planning permission for the 320 homes has already been granted. Incidentally, 320 new homes for Chalgrove equates to growth of nearly 30%.

Q155. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q157. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q158. Would you like to comment on another policy or paragraph?

Yes

Q159. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Delivering New Homes: paragraph 5.11

Q160. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q161. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Table 5c sets out the total number of homes being provided for in the plan, namely 28,465. This is far in excess of the councils calculated need of 22,775, by some 5,690 homes. Further, if the standard method of calculation was adopted, which would provide for only 17,738 homes, it is an overprovision of some 10,727 homes. See below:

NPPF standard method calculation
 556 homes pa x 23 years = 12,788 homes
 Plus Oxford City unmet need of 4,950 = 17,738 homes needed.
 SHMA + Growth Deal calculation
 775 homes pa x 23 years = 17,825
 Plus Oxford City unmet need of 4,950 = 22,775 homes needed.

The difference between the two calculation methods is 5,037 homes.

But the plan doesn't provide for just 22,775 homes, it provides for 28,465 – a further overprovision of 5,690 homes. Add this to the difference between the two housing need calculation methods of 5,037 and you get a total over provision of 10,727 homes.

Q162. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q164. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q165. Would you like to comment on another policy or paragraph?

Yes

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Q166. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Delivering New Homes: paragraph 5.19

Q167. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q168. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

It is stated that development in the larger villages should be proportionate, appropriate and dependent on existing infrastructure. STRAT7 is contrary to this and will mean Chalgrove quadruples in size. The village infrastructure is extremely limited and is served by one B road and other unclassified country lanes.

Paragraph 5.19 goes on to say that the most appropriate mechanism for delivering housing in larger villages is by way of Neighbourhood Development Plans. Chalgrove has a NDP, which was adopted in December 2018, and is being totally ignored. The local plan provision for Chalgrove Airfield is in direct conflict with our NDP, and renders the whole process utterly worthless.

Q169. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q171. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q172. Would you like to comment on another policy or paragraph?

Yes

Page 55: Part B - your comments

Q173. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph:

Policy TRANS3: Safeguarding of Land for Strategic Transport Schemes

Q174. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q175. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

TRANS 3: 1. No land has been safeguarded for the bypasses at Stadhampton or Cuxham, or for the improvements proposed for Hollandtide Lane. Given the land ownership in the these areas it is highly likely that further compulsory purchase orders will be required in order to secure the land needed. This will not only increase the costs involved for such schemes but also delay matters considerably. There has also been insufficient traffic modelling undertaken to truly understand the traffic implications of the airfield development on the local area.

Q178. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q179. Would you like to comment on another policy or paragraph?

Yes

Page 57: Part B - your comments

Q180. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: Infrastructure Delivery Plan dated 4th January 2019:

Q181. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q182. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Many infrastructure costs on the schedule for Chalgrove Airfield are un-costed and are still to be confirmed. Of those that are set out on the schedule the total cost is £181,613,415. Transport infrastructure has been listed at £100m but we now know this to be incorrect and it has been agreed between the County Council and Homes England to be nearer to £200m. This brings the total of costed items to over £281m.

The realignment of the airfield runway at a cost of £27m is not listed. This brings the total to over £300m. Also not included is the legal costs and market value compensation that would be payable in the event of a successful CPO application by Homes England over the airfield. In addition, the total costs incurred by the Homes and Communities Agency, now Homes England, are not listed.

Further, the items included in the schedule and not costed are significant – they relate to water upgrades; wastewater treatment upgrades; connections to the gas and electricity networks; flood mitigation schemes; highway improvements; sustainable transport upgrades; and contributions to other county infrastructure.

Given the astronomical costs involved in developing the airfield it is not hard to see that it simply is not financially viable. This is clearly demonstrated when you consider the surplus of just over £53m calculated for the site in the Viability Assessment dated December 2018.

As a site transferred for nothing from the MOD to Homes England (formerly the HCA) it has clearly not turned out to be the 'windfall' they originally thought it would be. It has turned out to be a site that is wholly unsuitable for development and should have been rejected years ago. The cost to the public purse in developing this site will be staggering, and would be an utter disgrace. The local plan over provides for housing and it is high time common sense prevailed with the airfield being removed from the plan.

Q183. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

STRAT7: Land at Chalgrove Airfield needs to be removed as a strategic allocation from the local plan.

Q185. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q186. Would you like to comment on another policy or paragraph?

No

Page 106: Future contact preferences

Q354. As explained in our data protection statement, in line with statutory regulations you will be contacted by the programme officer (and where necessary the council) with relevant updates on the Local Plan. South Oxfordshire and Vale of White Horse District Councils have a shared planning policy database. If you would like to be added to our database to receive updates on other planning policy consultations, please tick the relevant district box(es) below:

I would like to be added to the database to receive planning policy updates for South Oxfordshire