

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	Mr
Full name	Douglas Barr
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	██████████████████

Page 7: Part B - your comments

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: STRAT 7

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.

Sustainability. The Plan does not comply with SODC's own highly detailed sustainability appraisals. The appraisals indicate that the Chalgrove Airfield site has very poor sustainability, significantly poorer than the strategic sites closer to Oxford City and Reading. We would highlight the following:

- The Chalgrove Airfield site would create significantly more road traffic than other sites, creating significant additional carbon emission issues.
- The site would require much greater road transport infrastructure development than other options with very substantial additional cost.
- While we believe the developers now recognise the serious issues in Cuxham which will arise from the increased traffic, at the time of this submission we have no definitive proposal to consider.

Housing Allocation Numbers. The Plan is unsound because more houses are allocated via the proposed development than are required in the SODC's scoping of housing need. The Plan can align housing need without inclusion of the proposed Chalgrove Airfield development.

Delivery and Viability. The Chalgrove Airfield site is currently, unavailable and evidence has not been provided that serious issues concerning its delivery and viability have been overcome.

Local Plan's Strategic Objectives. the Chalgrove Airfield Development is contrary to several strategic objectives in the Local Plan as follows:

OBJ 1.2: "Support rural communities and "their way of life", recognising that this is what attracts people to the district."

This is not the case as the Chalgrove Airfield development would have a very severe effect on way of life of the Cuxham with Easington Parishioners.

OBJ 4.2: Make sustainable transport, walking and cycling an attractive and viable choice for people, whilst recognising that car travel and parking provision will continue to be important in the rural District."

This is not the case as, unlike sites closer to Oxford, walking or cycling from the Chalgrove Airfield development to the likely places on work in Oxford City, or the Science Vale would be entirely impracticable for anything other the fittest of residents. The impact of traffic increases will make walking and cycling much less attractive for residents of and visitors to Cuxham.

OBJ 5.2: "Support development that respects the scale and character of our towns and villages, enhancing the special character of our historic settlements and the surrounding countryside."

This is not the case as the Chalgrove Airfield development will significantly increase the risk to listed buildings in Cuxham

OBJ 8.2: "Minimise carbon emissions and other pollution such as water, air, noise and light, and increase our resilience to the likely impact of climate change, especially flooding:"

This is not the case and the Chalgrove Airfield development would create significantly more carbon emissions than any of the other strategic site options and would exacerbate the already serious flooding issue in Chalgrove village. It will also cause increased risk of pollution to the Chalgrove Brook as it runs immediately adjacent to the B480 through Cuxham.

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.

The Chalgrove Airfield option needs to be removed from the Plan

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

Yes

Q11. 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